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Design of the future Kalakala



Frigates Oliver Hazard Perry



Ferries Finland links to UK



JUST PUBLISHED



Cunard White Star Liners of the 1930s

In 1934, Cunard and the White Star Line merged, a condition of the British government loan that allowed Cunard to finish Queen Mary and Queen Elizabeth. Here, renowned ocean liner expert William H. Miller looks at the Cunard-White Star liners of the 1930s, a period in which many former White Star Line ships went to the breakers as Cunard-White Star looked to modernise. 128pp. PB. 168 x 246 mm £19.99 [34200]



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David Hobbs
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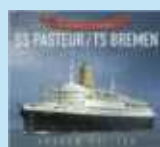
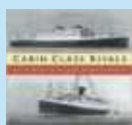
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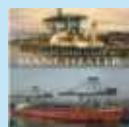


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EDITORIAL

Editor • Nicholas Leach
sm.ed@kelsey.co.uk

Art Editor • Mark Hyde

REGULAR CONTRIBUTORS

Roy Cressey • Gary Davies • Jack Gaston • Nick Hall • William Mayes • Russell Plummer • Jim Shaw • Edwin Wilmshurst

ADVERTISEMENT SALES

Talk Media • 01732 445325

shipsmonthly.ads@kelsey.co.uk

Production Supervisor • Amy Rutter

01733 353365 or amy.rutter@kelsey.co.uk

Jackie Aubrey Jackie.aubrey@kelsey.co.uk

MANAGEMENT

Managing Director • Phil Weeden

Chief Executive • Steve Wright

Chairman • Steve Annetts

Finance Director • Joyce Parker-Sarioglu

Creative Directors • Vicky Ophield & Emma Dublin

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Customer service email address:

subs@kelsey.co.uk

Customer service and subscription address:

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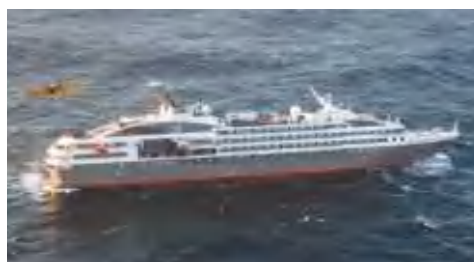
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Accidents can happen at sea

The recent fire on board the small cruise ship Le Boreal shows that, despite the best efforts of cruise ship designers, builders and operators, accidents happen. Fire on a ship is probably the greatest danger any ship's crew can face. Fortunately for the 347 passengers on board Le Boreal, the fire was confined to the engine room, and the ship remained stable, with all on board safe.

Considerable effort goes into making ships as safe as possible, and the fact that no lives were lost in the Le Boreal incident shows how effective safety measures on modern ships are. And although the fire on board the car ferry Norman Atlantic almost a year ago, in December 2015, was far worse, with at least 13 people known to have died, hundreds more were brought to safety.

Despite the safety culture dominating the shipping industry, mechanical breakdowns are not uncommon, with the former Cal Mac



The luxury cruise ship Le Boreal in difficulty after a fire on board when she was in the southern oceans.



vessel Suilven's capsize off Fiji a case in point, although the reasons for her capsize are unknown. Around the same time, the cargo vessel Skog also suffered engine failure, when off Orkney, and had to be towed to safety.

As well as reports on these and all the latest happenings in the shipping world, we have two features which I found of particular interest (pages 36 to 43). They provide a contrast between cargo vessels of the early to mid-20th century and today's boxboat giants. What I found worth remembering was the fact that the ships seen in Shanghai in the 1970s were built to do the same job that the 18,000TEU container ships do today, even though the vessels themselves could not be more different.

Nicholas Leach

Nicholas Leach
Editor
sm.ed@kelsey.co.uk

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Contributors this month



Markus Berger

Markus Berger, a Swiss national, went deep sea in January 1975 and became a qualified AB at Bremen in 1978. He has had a lifelong interest in ships, although he now works ashore.



Kalle Id

Kalle Id is a Finnish maritime historian, journalist and photographer. He is the author of the book Silja Line from De Samseglande to Tallink, which was published in 2014.



Krispen Atkinson

Krispen Atkinson was brought up in Truro, near the ports of Falmouth, Penzance and Fowey, and visits to these helped him to cultivate an interest in ships, from the smallest to the largest.



David Brown

After 48 years in the marine industry, 33 of which were spent at sea from cadet to captain, followed by 15 years as a shoreside executive, David Walker is now retired in the rank of Commodore.

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Design of the future Kalakala Ferries Oliver Hazard Perry Ferries Finland links to UK

Ferry accident • Cal Mac favourite sinks off Fiji

COVER The 2006-built container ship Emma Maersk was the first E class vessel and has a 14,770TEU capacity. See pages 36-43 for a special feature on cargo carriers. **FOTOFLITE**

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New on the Clyde

TUGS

Clyde Marine Services has taken delivery of its first Damen ASD Tug. The Damen ASD 2310 CMS Warrior will join a 12-strong fleet of tugs and crew tenders at the Scottish company. Based in Greenock, Clyde Marine Services was established in 1913 and has a long history of working with Damen vessels. The company's five harbour tugs service all ports on the Clyde, including Campbeltown. The Damen ASD 2310 Tug has a 52-tonne bollard pull ahead, and has spacious accommodation for six crew. She is a versatile vessel, suitable for all kinds of jobs, with proven quality, making the cost of ownership very reasonable.



Ferry Suilven capsizes off Fiji



Suilven (1974/3638gt) arrives back in harbour following sea trials after a spell of refurbishment in the drydock at VT Fitzroy in Auckland, when working in New Zealand waters. She is now operated by Venu Shipping of Fiji, but her capsizing pobaby spells the end for this historic vessel. TREVOR COPPOCK/SEAPIXONLINE.COM

ACCIDENT

The former Cal Mac ferry Suilven, remembered from introducing drive-on/off vehicle services to the Isle of Lewis over 40 years ago, capsized off Fiji on 24 November 2015. About 27 crew members were on board the 41-year-old inter-island ferry, which is still named Suilven, when she started to sink and all were rescued.

The vessel got into trouble at the entrance to Suva Harbour, and Rescue Units were placed on stand-by in and around the Harbour. The ferry was completely under water within an hour and tug boats from the nearby wharf, as well as the Fijian Navy, were dispatched to the area.

The ship was no longer a passenger ship and was carrying cargo only, so no passengers were on board when the

sinking occurred. The vessel was sailing into Suva from Fiji's Northern Division. The Maritime Safety Authority of Fiji are investigating the incident.

Built in 1974, Suilven was operated for 21 years by Cal Mac. Suilven's original name was retained after sale to Fiji operator Bligh Water Shipping in 2005 and also following a further switch to freight work for Venu Shipping from August 2012.

Cows helped by coaster

FREIGHT

In November 2015 farmers on the outer Orkney island of Westray were struggling to maintain breeding cow numbers. They were short of fodder due to the exceptionally wet summer so they were unable to put the cattle out to grass due to waterlogged conditions, which also meant they were unable to make hay or silage to feed the livestock over the winter.

Such was the demand for straw that it was more economical to ship it directly by sea and the coaster

Burhou 1, which normally works on the timber log trade in western Scotland, sailed to Montrose on 1 November to load the first of three 180-tonne emergency shipments of straw in bales, before setting off on the 20-hour voyage to Westray.

The three shipments of fodder to Westray were all carried by Burhou 1, having been organised by the Royal Scottish Agricultural Benevolent Institute, who paid 50 per cent of the transport costs, in conjunction with the Angus National Farmers' Union to help the farms. RC



ABOVE The 953dwt Belize-flagged coaster Burhou 1 (1978), owned by the Great Glen Shipping of Fort William, made three emergency shipments of straw from Montrose to Pierowall in the Island of Westray in November 2015. DAVID DODDS

Tilbury success for P&O



ABOVE The 1999-built ro-ro ferry Norsky is one of two operated out of Tilbury by P&O Ferries. She is owned by Bore Sky and operated by P&O Ferries. COMPANY PHOTO

FREIGHT FERRY

In November 2015 P&O Ferries carried its millionth unit of freight out of the port of Tilbury, after an increase in volumes of almost 300 per cent since it launched the North Sea route to the continent eight years ago. The company is on course to carry a record 210,000 units of freight between Tilbury and its Zeebrugge hub this year, up from 70,000 units in the first full year of operation in 2008.

Demand for importing and exporting consumable goods, such as paper, steel, food, detergents and machinery into a port just 25 miles from central London and seven miles from the M25, has grown rapidly.

Tilbury is the closest sea port to London and P&O Ferries offers 24 sailings a week direct to Zeebrugge.

Helen Deeble, Chief Executive of P&O Ferries, said: 'The key to the route's success is that exporters of consumables such as paper, steel, food, detergents and machinery, want to get their products as close to London as possible. We ship cars between Europe and Britain, and we have also seen a significant increase in handling hazardous cargoes.'

P&O Ferries operates two ships, Norstream and Norsky, between Tilbury and Zeebrugge. Both are well suited for operating on the Thames, with the capacity to double-stack containers and also offering cabins.

Spirit of Tasmania I, and sistership Spirit of Tasmania II, have both undergone major refurbishments, with upgraded public areas and new cinemas added.



Transforming Spirit of Tasmania

Marine interiors refurbishment specialist Trimline, has completed a £13 million refurbishment programme to transform the two Tasmanian, state-owned and -operated fast ferries, Spirit of Tasmania I and II. Providing a year-round link for

tourists and island residents, Spirit of Tasmania I and II are a pair of identical ships that have been in operation since 2002. Owned by TT-Line, they operate the 429km route across the Bass Strait between Melbourne and Tasmania on a daily overnight

service, with additional daytime crossings during peak seasons. The time-sensitive project involved a complete remodelling and upgrade of four passenger decks, including 222 standard and deluxe cabins, in addition to the public areas of both ships.

New joint service

OPDR Lisboa is one of three 700TEU vessels on a new service.



CONTAINER SHIPS

In November 2015 shortsea operators MacAndrews and OPDR launched a new weekly container ship service between North Europe and the Iberian Peninsula. It is the first joint service between MacAndrews and OPDR. Since July 2015 OPDR has been part of CMA CGM group and a subsidiary of MacAndrews, a UK-based affiliate of CMA CGM.

The operators' new liner service will call at Tilbury, Dunkirk, Rotterdam, Leixoes, Setubal, Lisbon, Algeciras and Cartagena on a weekly basis. Three shortsea container vessels, each with a capacity of 700TEU, are deployed on the POSS service, one of which is the 8149dwt 2007-built OPDR Lisboa. OPDR operates all three vessels while the container slots are divided equally between MacAndrews and OPDR. RC

Finnlines goes to Grimaldi

Nordlink and
Finnlady.
JOHN PAGNI



COMPANY NEWS

The sale by Finnish pension company Ilmarinen of its ten per cent holding to Grimaldi companies in October 2015 means Finnlines is now a 100 per cent subsidiary of the Italian family-owned shipping empire. The stake was a block on the total takeover, so once that was gone, all the others had to sell their stake too. It also brought to an end the court dispute between the two over the 2007 dividend which Ilmarinen thought derisory, but which the Grimaldi-filled board said was all that could be afforded.

Now that the share price has recovered to over €17, Ilmarinen decided to cash in and dispense with expensive legal services – the case was about to go to Finland's Supreme Court. Emmanuele Grimaldi is in charge of Finnlines, in addition to having Mediterranean responsibilities.

He has trimmed the Finnlines fleet with a few ships going south, while six new Chinese-built ro-ros were ordered and delivered 2010-2011 costing €240 million. Finnlines started life in 1947 carrying Finnish paper and forestry product exports to USA in old vessels to rejuvenate the post-war economy. JP

Patricia causes havoc



Hurricane Patricia put the Mexican bulk carrier Los Llanitos on the rocks near the port city of Manzanillo, with the broken ship expected to be scrapped or scuttled. PROPEPA

STORMS

Hurricane Patricia, ranked as the strongest hurricane ever recorded when it hit the West Coast of Mexico during the autumn of 2015, did not do as much damage inland as expected and relatively few ships were caught out.

However, it did catch the Mexican-flagged 71,665dwt bulk carrier Los Llanitos

offshore and pushed the 22-year-old ship onto the rocks near the Port of Manzanillo. All 27 crew were safely evacuated but inspections disclosed major hull damage, with the broken vessel expected to be either dismantled on site or scuttled, depending upon the weather, once all hazardous materials have been removed including 112,279 gallons of fuel. JS

Boost for Belfast

NEW TUGS

SMS Towage has taken delivery of another tug for its Belfast operations, bringing its recent overall investment in the northern Irish city to £9 million. ASD Merchantman is a sister tug to ASD Masterman, which came to Belfast in 2013, and joins a modern fleet of omni-directional tugs in Belfast Harbour. 'This is a significant level of investment, and shows our confidence in the growing level of activity in Belfast,' said Gareth Escreet of Hessele, East Yorkshire-based SMS Towage.

SMS Towage started operations in Belfast in 2013 to meet demands from a variety of port users, work from a new offshore wind logistics facility and a purpose-built cruise terminal. Last year, the port handled a record 112,000 cruise passengers.



Grimaldi orders extra tonnage

RO-RO FERRY

Italy's Grimaldi Group has added a further five newbuildings to its already large orderbook of ships by signing with China's Yangfan shipyard for the construction of five 7,800 vehicle capacity pure car/truck carriers, with deliveries of the new vessels scheduled from 2017 onwards. The Italian company has also taken an option with

the yard for seven additional vessels that would bring the total contract value to over \$600 million.

In addition, three smaller 6,700 vehicle capacity ships have been ordered from China's Yinling yard for \$165 million in a contract that also contains options for additional units. Apart from these vessels, Grimaldi has eight ro-ros under construction at South Korea's Hyundai Mipo yard,

ABOVE Grimaldi's 1,000-vehicle, 700TEU capacity con-ro ship Grande Ghana, currently in West Africa service, is to be followed by a series of newbuildings being completed in China and South Korea. GRIMALDI LINES

while China's Hudong Zhonghua Shipbuilding is completing five con-ros for the company's associated Atlantic Container Line. JS

New tug for IJmuiden

TOWAGE

On 29 September 2015 the new tug Svitser Amstel arrived at the Dutch port of IJmuiden direct from her builders, Sanmar Shipyard of Turkey. She will be operated by Port Towage Amsterdam, a company owned equally by Svitser and Iskes Towage.

The new tug is designed by Canadian naval architects Robert Allan Ltd and the relatively new Bogacay model is based on the Ramparts 2400SX series

developed for Sanmar Shipyard. The new vessel measures 24.4m by 11.25m with a 60-tonne bollard pull from a pair of 3512C Caterpillar engines, each developing 1,765kW, connected to Rolls Royce azimuthing thrusters.

The 290gt tug is registered in Malta and will be part the fleet serving Amsterdam. In August 2015 Svitser signed a contract with Sanmar Shipyard for the construction of a further six tugs with a 70 tonne bollard pull. The first will be delivered at the end of 2016. RC

Smit Amstel arrives at IJmuiden for the first time to be greeted by the tugs Bernardus and Eddy 1, 29 September 2015. JAN PLUG



ABOVE Since its original conception, the world's first LNG-powered bulk carrier has been expanded in capacity, from 5,800dwt to 7,200dwt, and fitted with a pneumatic cargo handling system, with the latest, Greenland, being christened and launched at a ceremony in the Netherlands on 31 October 2015. FERUS SMIT

First LNG-powered bulker

NEWBUILD

Dutch builder Ferus Smit has launched the 109.65m by 14.99m bulk cement carrier Greenland at its yard in Westerbroek, the Netherlands, with the LNG-powered vessel to be delivered to a joint venture composed of Sweden's Erik Thun AB and Norway's KG Jebsen Cement. The 7,200dwt ship was finished to ice class 1A standards, for year-round operation in the Baltic

Sea, and has been equipped with a six-cylinder Wärtsilä 34 dual-fuel engine and a pressurised LNG tank fitted forward inside the hull.

The type-C tank is of sufficient capacity to allow a round voyage of approximately two weeks in duration between refuelings. While sailing on LNG, the vessel will meet the most stringent emission criteria. Dry bulk cement will be handled by a fully automated pneumatic cargo handling system that will give a discharge rate of 500m³ per hour.

DFDS Seaways reshuffle

Freesia Seaways is one of several DFDS ro-ros moving routes. NICHOLAS LEACH



FERRY NEWS

Nearly a dozen DFDS Seaways vessels were involved in a major reshuffle of tonnage employed on the North Sea and Baltic between 30 November and 2 December 2015, the biggest involving ferries working out of Gothenburg with the six FSG-built Flower class ro-ros changing routes.

The larger capacity Begonia Seaways, Freesia Seaways and Magnolia Seaways moved to sail the Gothenburg-Brevik-Ghent route, with

Primula Seaways, Petunia Seaways and Ficara Seaways now working into the Humber on Gothenburg-Brevik-Immingham crossings.

On the Rotterdam-Felixstowe route Britannia Seaways replaced Anglia Seaways to sail alongside Suecia Seaways and Sealandia Seaways, increasing weekly capacity by 300 trailer units each way. The two-ship Rotterdam-Immingham service increased to three vessels offering extra departures, with Corona Seaways, Fionia Seaways and Anglia Seaways able

to cover extra trips at weekends and on busy Tuesdays and Thursdays when more capacity was needed.

In the Baltic, Optima Seaways and Athena Seaways switched routes to meet demands for passenger and freight capacity in the run-up to Christmas, with Optima Seaways and Regina Seaways also joined by Patria Seaways to help out with freight on the Kiel-Klaipeda route to the end of 2015. That left Athena Seaways and Victoria Seaways handling traffic between Klaipeda and Karlshamn. RP

Aframax arctic tanker



ABOVE The hull of a new Aframax tanker designed for the Arctic would be equipped with an Ice Load Monitoring System which would provide the bridge staff with the specific ice load on the hull while operating in heavy ice. AKER ARCTIC TECHNOLOGY INC

NEWBUILDS

Finland's Aker Arctic Technology Inc, in collaboration with compatriot company Deltamarin Ltd, has completed the design of a 266m by 46m Aframax-sized tanker capable of transporting crude oil and oil products in the Arctic. The 118,000dwt Arctic Aframax tanker would be built to ice class PC5 and be capable of continuously breaking ice greater than a meter thick using two controllable-pitch propellers and shafts directly coupled to twin slow-speed diesel engines. A focus has been

on developing an improved command bridge, where the new Aker Arctic ARC Bridge Concept was used.

The mechanical configuration, which could also incorporate LNG burning dual-fuel engines, would give the design an economical open water speed of 13.5 knots and allow the vessel to operate on the Northern Sea Route during the extended summer months and, with icebreaker assistance, even longer. During the winter months the ship could be employed in sub-Arctic areas such as the Baltic and Sakhalin Seas. JS

New berth for Poole

PORT NEWS

Work is to begin early in 2016 on an £8 million deep water quay at the Port of Poole in Dorset. The project will see the existing ro-ro ferry berth 2, used by Condor Ferries, extended and a new 9m deep South Quay built, which will also act as a permanent breakwater to the Port of Poole Marina.

Poole Harbour Commissioners hope to attract more and larger cruise ships which, until now, have moored alongside one of the cargo quays. Poole hosted seven cruise ship visits during 2015 with 12 calls projected for 2016. Poole is set to welcome its largest ever ship on 19 August 2016 with a call by the 200m long Saga Sapphire (1981/37,049gt). KM



BRIEF NEWS



NEW CRANES FOR LIVERPOOL •

In early November 2015 the 1986-built heavy lift vessel Zen Hua 23 (37,879gt) arrived on the Mersey, and was berthed adjacent to the extension to Seaforth Docks, bringing five new dockside cranes from Shanghai. TERRY EYRES

NEW TANKERS • The tanker company AET has contracted Samsung Heavy Industries Co Ltd (SHI) to build four Aframax vessels of 113,000dwt to be delivered in 2018. A further contract was signed in October with Hyundai Heavy Industries Co Ltd (HHI) for two LR2 product vessels of 114,000dwt and two Suezmax vessels of 158,000 dwt which will be delivered in 2017. The two LR2 product vessels are tied to long term-time charters. The six other newbuilds will replace older AET tonnage.

NEW FERRIES FOR JAPAN • Japan's Mitsui OSK Lines (MOL) has ordered two 192m by 27m ferries from compatriot shipbuilder Japan United Marine as replacements for the 1993-built twins Sunflower Satsuma and Sunflower Kirishima, which operate between the ports of Osaka and Shibushi for subsidiary Ferry Sunflower Limited. The new 13,500gt ro-pax vessels, to be delivered in the first half of 2018, will accommodate 709 passengers and carry 121 trucks. MOL had previously ordered two larger 14,000gt ferries from Japan Marine United for its run between Oarai and Tomakomai operated by subsidiary MOL. These 24-knot vessels, to utilise a contra-rotating propeller system, carry 620 passengers. JS



ABOVE The 23-year-old Japanese ferries Sunflower Kirishima and Sunflower Satsuma will be replaced by newbuildings in 2018. MOL

BRIEF NEWS

THIRD VESSEL • Seatruck Ferries brought a third vessel on to the Liverpool-Dublin route, with a first sailing by Clipper Ranger (1998/7,606gt) on 17 November 2015. The extra midweek crossings provide additional capacity on a route already served by 19,722gt FSG-built sisters Seatruck Progress (2011) and Seatruck Power (2012). Seatruck say the extra 1,057-lane-metre capacity of Clipper Ranger is a response to demand from the customers who are being forced by driver shortages to move from driver-accompanied transportation.

LOCH FOYLE CLOSURE • An Irish ferry service which has carried around 2.5 million passengers and vehicles between Greencastle, Co Donegal and Magilligan in Co Derry since being established in 2002, has closed, with Lough Foyle Ferry Co manager Jim McClenaghan saying operations had been running on a shoestring after pleas for local authority funding fell on deaf ears. The route's 1972 built vessel Foyle Venture has been sold to Limerick-based Frazer Ferries for a new private enterprise crossing between Greenore and Greencastle.

NEW NAMES • DFDS are breaking with recent tradition by not giving Seaways names to former SeaFrance/MyFerryLink pair Berlioz and Rodin, newly acquired for Calais-Dover service. The 2005-built Berlioz becomes Cote des Flandres and Rodin is now Cote des Dunes.

Busy days for Stena Line

Stena Superfast VII, approaching Cairnryan, has played a big part in Stena Line's traffic growth via Belfast.

GORDON HISLIP



IRISH SEA

Two decades after switching from Larne to operate out of Belfast, Stena Line had their busiest year to date in 2015, with passenger carryings up to 1.4 million, together with 318,000 cars and 500,000 freight units.

Starting in November 1995 with three vessels on a single route to Stranraer, Stena has seven ferries sailing year round to Birkenhead,

Heysham and a new purpose-built terminal at Cairnryan, which replaced Stranraer from late November 2011.

During the last two decades Stena's Belfast operation has handled 26 million passengers, 5.5 million cars and over four million freight units, with Route Manager Paul Grant commenting: 'Our modern fleet offers a range of quality facilities that have helped to set the standard for travel on the Irish Sea, with Plus

lounges, family suites and dedicated Freight Driver lounges on all vessels.'

Working in partnership with Belfast Harbour, Stena has invested over £330 million in establishing services, with the opening of the £35 million VT4 terminal in Belfast another major milestone in 2008. In November 2015 there was an eighth Stena vessel in Belfast, with the 65,293gt ice-breaking bulk carrier Stena Arctica undergoing a major refit at Harland & Wolff.

Stena veteran to Turkey

VESSEL PLANS

The 1973-built Stena Scanrail (pictured), the last fleet member with rail wagon capacity, has been sold by the Stena Group and will head for further trading to Turkey, where Istanbul Lines are to use the 1,000-lane-metre/12-driver vessel on their trans-Marmara Sea services under the name of Birdeniz.

She was to start a new connection between Bursa and Ambarli once a berthing slot in the congested Turkish port could be obtained. Istanbul Lines already operate two former Swedish vessels, Bostan N and Istanbul N, originally Engstrom ro-ro ships built

at Karlskrona, which also saw North Sea service for P&O and Cobelfret as well as running Ostend-Ipswich for Ferryways as Anglian Way and Ipswich Way between 2002 and 2007.

Istanbul Lines have also built up their Eskihsar-Tavsanli route in direct competition with Turkish ferry giant IDO, with four double-ended ferries transporting 1.2 million vehicles and five million passengers during 2015.



Ferry builders fight arrest

NOVA SCOTIA

Singapore shipbuilder ST Marine has claimed ownership of ferry Nova Star, under arrest in Portland, Maine, and is defending itself in the US Federal Court against creditors seeking to recover debts of US\$2.6 million by having the ship sold at auction. Completed for English Channel service as European Leader in 2010, the vessel was rejected by LD Lines and lay idle until leased to revive the summer service across the Bay of Fundy from Portland to Yarmouth, Nova Scotia, for Nova Star Ferries.

FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS



EXPRESS • Arrival of the 5,902gt former P&O Irish Sea fast craft, now at Helsingborg, in the Gotlandsbaten fleet allows 2016 links to Visby from mainland ports Vastervik and Nynashamn. Express is seen during dry-docking by Harland and Wolff.

MANANNAN • The IOM Steam Packet's 96m Incat wave piercer finished 2015 sailings on 8 November 2015, but instead of going to the Alexandra Dock, Liverpool, as in previous years, the 1998-built craft is laying up in Douglas. The thinking behind the move is that Manannan could be brought into service more quickly should there be winter problems with ro-pax vessel Ben-My-Chree. Manannan is due back into service on 17 March while Ben-My-Chree runs Heysham and weekends to Birkenhead.

SUPERSTAR • Corsica Ferries has bought the 2008-built Tallink vessel for €91.5 million, but she is chartered to stay on the Helsinki-Tallinn route until a new LNG ferry is completed in 2017. Then the 36,227gt Superstar becomes Mega Express 6 for service from Italy to Corsica and Sardinia. JOHN PAGNI



OBOLA • SCA Logistics are switching their UK distribution base from Tilbury to Sheerness for their well-established service from northern Baltic ports, which is currently maintained by sister vessels Obbola, Ostrand and Ortviken. The 170m 16-knot trio, built in Spain by AESA at Seville, cover a circular route from Umea, Sundsvall, Oxelosund, Sheerness, Rotterdam, and Helsingborg, before returning to northern Sweden. The aft-superstructure vessels are of 18,205gt.

Call for Kintyre-Ayrshire link

FIRTH OF CLYDE

Campaigners for a regular ferry link between Kintyre and Ayrshire are optimistic the three times weekly summer service can become permanent after what was described as a 'positive' meeting with Scottish transport secretary Derek Mackay.

Ardrossan-Campbeltown sailings were provided by Cal Mac veteran Isle of Arran (1984/3,296gt) as an extension of summer relief duties on

the Arran service from Ardrossan to Brodick. She carried a 2015 total of 11,350 passengers, representing an increase of 15 per cent, along with 2,200 cars.

She provided an alternative to a four-hour road journey from Glasgow to Campbeltown. Last year's growth was achieved despite the disruption of sailings as a result of technical issues, bad weather and industrial action. This will be taken into account as last year's passenger statistics

are considered by consultants carrying out a detailed survey to help Transport Scotland evaluate the pilot operation.

Back in 1997 efforts to start a car ferry service between Campbeltown and Ballycastle in Northern Ireland, run by Sea Containers offshoot Argyll and Antrim Steam Packet, failed to develop.

The veteran Isle of Arran approaches Campbeltown in 2013. NICHOLAS LEACH



Fosen secure four contracts

HURTIGRUTEN

A NOK550 million multi-vessel deal with the Fosen Yard at Rissa, near Trondheim in Norway, has been signed by Hurtigruten, and included completion of Spitsbergen, the ferry ordered by the Azores Government's Atlantico Line for inter-island services as Atlantida but rejected in 2009 after failing to meet her contractual speed.

Potential sales to Portuguese and Venezuelan operators failed, before Hurtigruten stepped in during 2015, with the vessel, originally designed for 750 day passenger/150 cars, due for delivery in late April 2016 to replace Midnatsol (2003/19,151gt), which is being redeployed in Antarctica alongside the expedition ship Fram (2007/11,647gt). After large-scale internal alterations, Spitsbergen will carry 202 cabin passengers and operate a parallel route to 1964-built classic vessel Lofoten (2,621gt).

The Fosen yard will also upgrade internal accommodation on four of Hurtigruten's 'Coastal Express' vessels. First to be modified will be Polarys (1996), followed by Kong Harald (1993), Nordkapp (1996) and Nordnorge (1997).

Cal Mac Northlink exchange

SCOTTISH RELIEFS

A new reciprocal agreement between Caledonian MacBrayne and Serco-owned Northlink Ferries for an exchange of vessels during winter 2015-16 overhaul programmes started on Cal Mac's Ullapool-Stornoway route on 29 October 2015. Northlink's 1,057 lane metre ro-ro ferry Hildasay (1999/7,606gt) provided overnight freight capacity to 12 November

opposite Cal Mac's passenger/vehicle ferry Isle of Lewis (1995/6,753gt), while the regular vessel, Loch Seaforth (2014/8,748gt), was away for refit.

During dry-docking, the FSG-built Loch Seaforth, which finally took over the Stornoway route last summer, was fitted with the advanced fuel monitoring system FMS, which, fitted across the Cal Mac fleet, could bring fuel savings of £450,000 per year and cut CO₂ emissions by 1,800 tonnes.

Isle of Lewis figures in a new overhaul relief arrangement between Cal Mac and Northlink. RUSSELL PLUMMER



Drew Collier, Cal Mac operations director, said: 'The tie-up with Northlink was the best business solution to providing adequate passenger and

freight cover when Loch Seaforth went into dry dock. Isle of Lewis is expected to cover one of Northlink's dry-dock periods early in 2016.'

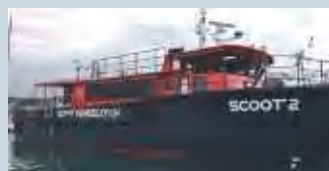
THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ...



LEGIONNAIRE • The second of two ro-pax ferries for the Canadian province of Newfoundland and Labrador has been launched at the Damen Shipyard in Galati. She joins sister Veteran (pictured), which was handed over in St John, Newfoundland on 25 October 2015.

FRIESLAND ORDER • Rostock's Neptun Werft is to build a double-ended passenger and vehicle ferry for German operator Wyker Dampschiffs-Reederei's services to the North Friesland Islands. Running from Schluttsiel to Föhr and Amrum from 2018, the 1,200-passenger vessel will replace the 2,265gt/1992-built Rungholt, which currently shares crossings with the 1,200-passenger/360-car Schleswig-Holstein, built at Neptun Werft in 2011 and is powered by four Caterpillar diesel engines.

SCOOT FERRIES • Competition for high-speed passenger traffic to and from the Isle of Wight increased with newcomer Scoot Ferries taking on Red Funnel and Wightlink with a Cowes-Portsmouth service using 41-seat catamarans Scoot 2 (pictured) and Scoot 3 on 15 November.



SMYRIL LINE • The Faroese operator has expanded its freight fleet to develop fish exports by buying ro-ro sisters Tananger (1980/4,635gt) and Cometa (1981/4,612gt) from Nor Lines. With space for 165 freight units, the stern loaders have a speed of 16 knots, and have received the new names Hvitanes and Eystnes after being replaced in the Norwegian operator's fleet by 8,400gt Chinese newbuildings Kvibjorn and Kvitos. Norrona (2003) remains on Smyril routes.

BRIEF NEWS

GENTING • Despite the wide perception that the two ships currently on order for Genting would go to Star Cruises, it now seems that a new brand named Dream Cruises will be set up. The first of the Meyer-built ships will be named Genting Dream (not Genting World) when delivered in late 2016. World Dream will follow a year later and will join her sister in the premium sector of the Chinese market. Genting Dream will initially have three homeports, Guangzhou, Hong Kong and Sanya.

ROYAL CARIBBEAN • Royal Caribbean has now ordered a fifth ship in the Quantum of the Seas series from the Meyer shipyard at Papenburg for delivery in 2020, at an estimated cost of \$950 million.

PHOENIX REISEN • Germany's Phoenix Reisen has taken a five-year summer charter of the former Deutschland. The ship was recently acquired by Absolute Nevada for charter to Semester at Sea as World Odyssey. The Phoenix charter, during which she will revert to her former name, will fill the summer slot when Semester at Sea is not using the ship.

AIDA CRUISES • Aida cruises will have a ship in China from 2017, the 69,203gt Aidabella, second of the Aidadiva class, delivered in 2008. There is still no word on the deployment of the second of the Japanese-built ships, due to be delivered in 2016.

CELESTYAL CRUISES • During her recent refit at Drapetsona, Celestyal Cristal had a number of balconies added to cabins on decks six and seven.

P&O AUSTRALIA • When Dawn Princess joins the P&O Australia fleet in 2017 she will be renamed Pacific Explorer. With a gross tonnage of 77,441, she will become the largest ship ever to have sailed for the company.

REGENT SEVEN SEAS • The long-awaited Seven Seas Explorer was launched at Fincantieri in Genoa on 30 October.

Hebridean Princess has been sold and chartered back. WILLIAM MAYES



Sale and leaseback for Princess

HEBRIDEAN IS CRUISES

The British Royal Family's favourite cruise vessel, the luxurious 50-bed Hebridean Princess, has been sold by All Leisure Group to a company part-owned by its chairman Roger Allard for £2.9 million in a sale and leaseback arrangement that will see the ship continuing to operate for Hebridean Island Cruises until 2023, at an annual

charter fee of £500,000. Hebridean Princess will by then be almost 60 years old, and thoughts must now be turning to her eventual replacement.

Hebridean Princess was converted for luxury cruising in 1989 and carries just 50 passengers in country house elegance on her predominantly Scottish itineraries. In recent years she has ventured further afield, to the English Channel and Norway.

ALG say that in an increasingly competitive market, as cruise capacity grows, the new deal will help counter expenditure covering 2016 dry-dockings for Hebridean Princess and the company's larger vessels, the 540-berth Voyager and the 350-berth Minerva. HM Queen Elizabeth II first chartered Hebridean Princess in 2006 as part of her 80th birthday celebrations.

Veronica, seen here as Oceanic II, has gone for scrap. WILLIAM MAYES



Another old-timer goes east

VERONICA

Veronica, the elegant former liner Kungsholm, which was launched on 14 April 1964, arrived at Alang under tow on 16 November 2015, with breaking commencing three days later. Having entered service on 24 April 1966, she lasted almost 50 years and was one of the very last surviving passenger ships to have been built on the Clyde. Her final years were something of a mixture, as she was used for cruising, and latterly as an accommodation

ship, but when John Brown built her in 1966 she was a luxurious combined transatlantic liner and cruise ship.

She was the fourth Swedish American Line ship to bear the Kungsholm name. Passenger services were in decline, and although the ship had been built mainly for cruising, by 1975 the company had decided that it could no longer profitably operate passenger ships. She was later sold to Flagship Cruises, who continued to operate her as Kungsholm, but under Liberian registry.

In 1978 P&O bought the ship and she was rebuilt, emerging as Sea Princess, with her cruising capacity increased from 450 to 750. She was not popular in Australia and was replaced in 1981 by Oriana. Sea Princess then operated for Princess Cruises and P&O Cruises before being renamed Victoria in 1995. P&O sold her and she went to the German market as Mona Lisa. In 2007 she sailed for Louis Cruises as Oceanic II and later became The Scholar Ship. Her final role was as an accommodation ship named Veronica for Daewoo in Oman.

Engine room fire on Le Boreal

Le Boreal was evacuated after an engine room fire. WILLIAM MAYES



PONANT CRUISES

Shortly after midnight on 18 November 2015 an engine room fire broke out on Le Boreal in the South Atlantic Ocean when the ship was about 24 miles north-west of Port San Carlos. Le Boreal was on passage from Grave Cove on West Falkland to South Georgia at the time of the incident. Although the fire was eventually extinguished by the crew, a full evacuation was ordered as the

ship was without power and drifting in a north-westerly gale towards Cape Dolphin on East Falkland.

Two RAF Sea King search and rescue helicopters were despatched to the scene and between them winched 79 people from the ship and from life rafts. The patrol vessel HMS Clyde also sped to the area and assisted more than 200 other passengers and crew in lifeboats. These were later transferred to Le Boreal's sistership L'Austral, which was

also in the area. The total number of persons on board was 347.

Le Boreal was later taken in tow by the Dutch tugs Dintelstroom and Giessenstroom (both on charter to the Ministry of Defence) and arrived at the Royal Navy base at Mare Harbour on East Falkland during the afternoon of 19 November 2015. There were no casualties during the evacuation, and damage to the ship was being assessed prior to a decision on where repairs would be carried out.

Balconies for Boudicca

FRED. OLSEN CRUISE

Fred. Olsen Cruise Lines' 880-guest Boudicca emerged from dry-docking at Lloyd Werft, Bremerhaven in late November 2015 after a refit that included the fitting of 28 Lido Deck cabins with terrace balconies.

Similar balconies extending 1.2m from the hull were installed on sistership Black Watch during an earlier refit. Various engineering works and general refurbishment was completed before Boudicca returned to service on 30 November 2015 with a 14-night cruise from London, Tilbury to Madeira and the Canary Islands.

Built by Wärtsilä, Helsinki in 1973 as Royal Viking Sky, the vessel joined the UK-based Olsen fleet in 2006 after being lengthened and fitted with new MAN main engines by Blohm+Voss in Hamburg. During 2016 Boudicca will mainly operate mainly from Liverpool.



How Thomson Discovery will look when ready for service.



Striking new livery

THOMSON CRUISES

The likely livery of Thomson Discovery when she enters service in June 2016 has been released. The 1,830-lower-berth ship will be based in Palma for the summer and will feature a number of new dining options. With a gross tonnage of 69,472, this 1996-built ship will be the largest ever to sail for Thomson.

She is currently at the end of her final Mediterranean season as Royal Caribbean's Splendour of the Seas and will undergo a major refit during

the spring. In November 2016 she will reposition to Barbados, from where she will undertake seven-day port-intensive cruises with no sea days. Thomson Discovery will be 20 years old when she joins the Thomson fleet, but even at that age she will be their newest ship.

Mein Schiff 1 and 2, which are of a similar vintage, will be transferred from TUI to Thomson in around 2019-20, probably replacing the 1982-built Thomson Spirit and 1991-built Thomson Majesty, both of which are chartered from Louis.

More Vikings ordered

VIKING OCEAN CRUISES

As Viking Ocean Cruises' first ship, Viking Star, completes her first six months in service, it seems that the combination of her success, together with advance booking both for her and the next two sisterships, has given the company the confidence to place orders for fifth and sixth ships.

With a gross tonnage of 47,800 and carrying just 930 passengers, Viking Star has already developed a loyal

following, with repeat passengers evident even this early. The next ship in the series is Viking Sea, scheduled for delivery in spring 2016, with Viking Sky following about a year later. The fourth ship, probably to carry the name Viking Sun, is expected early in 2018, with numbers five and six following in late 2018 and early 2020.

It is the stated aim of CEO Torstein Hagen to have a fleet of ten ocean cruise ships to complement the 65, but likely to be 100, river ships by 2025.

Viking Star will soon be part of a fleet numbering six ships. WILLIAM MAYES



Brazil snaps up LPD

BRAZILIAN NAVY

France has handed over the former FS Siroco to the Brazilian Navy at Toulon. Since renamed Bahai, the 17-year old Foudre class dock landing ship was due to be recommissioned by the end of 2015. The 12,000-tonne LPD can accommodate four Puma-sized helicopters, four landing craft and 450 soldiers.

The €80 million acquisition partly fulfils Brazil's Programa de Obtenção de Navios Anfíbios (PRONANF) amphibious warfare requirement for two such

vessels. They are needed to bolster an aging amphibious warfare fleet, such as the Thomaston class LSDH Ceará, which entered service in 1956.

The mid-life Siroco was to have been replaced by a fourth Mistral class helicopter carrier that was ultimately cancelled. She was decommissioned by the French Navy in June 2015 and became the subject of interest from the navies of Brazil, Chile and Portugal. The latter refused her, as she is not capable of operating Merlin helicopters.

Siroco is second of the class to be sold to a South American navy; the other has been in service with Chile since 2012.

MARITIME PHOTOGRAPHIC



Austal's quick delivery



Austal will deliver two HSSVs to the Royal Navy of Oman in 2016. AUSTAL

OMANI NAVY

Austal has launched the first of two 72m High-Speed Support Vessels (HSSVs) being built for the Royal Navy of Oman. Hull 390 – the future RNOV Al Mubshir – was launched after 13 months of construction at the company's facility at Henderson, Western Australia.

The aluminium catamaran has a design adapted from the US Navy's 103m Expeditionary Fast Transport (EPF) platform. The HSSVs will offer a range of capabilities to support

naval roles, including helicopter operations, rapid deployment of military personnel and cargo, search and rescue operations, humanitarian aid, and disaster relief missions.

The odd-looking vessel can accommodate a crew of 69 and has seating for 250 personnel. It also has 150 lane metres for cargo, which is accessed by a bi-folding slewing ramp at the stern. Powered by four MTU 20V 4000 M93L main engines linked to four Rolls Royce 8053 water jets, the vessels will have a maximum speed of 35 knots.

Opting for LCS Variant

SAUDI ARABIAN NAVY

Saudi Arabia is set to order four Littoral Combat Ships from the USA in a deal worth US\$11.25 billion. The State Department has approved the sale under the Foreign Military Sales programme, subject to Congress approval.

The proposed Freedom class-based ships are the major part of a planned US\$16 billion naval expansion programme of the eastern fleet, based in the Arabian Gulf. They would replace four US-built corvettes dating

from the early 1980s. The Saudi version of the Lockheed Martin design will be more heavily armed than US Navy vessels, with Harpoon Block II surface-to-surface missiles, anti-air Rolling Airframe Missiles in a SeaRAM close-in weapon system, a 16-cell VLS silo for Evolved Sea Sparrow Missiles, and an OTO Melara 76mm main gun.

The Saudis' fleet modernisation plans also includes the acquisition of six corvettes, up to 24 patrol vessels, three maritime patrol aircraft and up to 50 UAVs.



The Freedom class-based Multi-Mission Surface Combatant will be classed as a frigate by the Saudis. LOCKHEED MARTIN

Trilateral Exercise Malabar 2015



USS Theodore Roosevelt (CVN 71) and JMSDF destroyer JS Fuyuzuki alongside the Indian fleet tanker INS Shakti during a replenishment-at-sea exercise. US Navy

JOINT EXERCISES

Naval forces from India, Japan and the USA conducted the trilateral Exercise Malabar naval manoeuvres in the Bay of Bengal during October 2015. Designed to enhance naval cooperation through engagement, the annual exercise involved the US aircraft carrier USS Theodore Roosevelt, the Ticonderoga

class cruiser USS Normandy, the Freedom class littoral combat ship USS Fort Worth (LCS 3), and the Los Angeles class submarine USS City of Corpus Christi.

Indian ships included the Brahmaputra class frigate INS Betwa, Rajput class destroyer INS Ravijay, the Sindhughosh class diesel-electric submarine INS Sindhuraj, the frigate

INS Shivalik and the Deepak class fleet tanker, INS Shakti.

This year's Malabar Exercise marked the participation of Japan as a permanent member of the annual drill with the inclusion of the Japanese Maritime Self Defense Force Akizuki class destroyer, JS Fuyuzuki. Japan took part in earlier exercises in 2007, 2009, and 2014 as a foreign invitee.

Solidarité

FRENCH NAVY

The aircraft carrier FS Charles de Gaulle has sailed from her base at Toulon to support coalition operations in Iraq and Syria from the eastern Mediterranean. The deployment came just days after terrorist attacks in Paris, although it had been planned beforehand.

The nuclear-powered vessel has 26 Rafale and Mirage 2000 fighter jets on board and is accompanied by a naval task force, which includes the Royal Navy's HMS Defender. The British Type 45 destroyer is tasked with providing air defence for the French naval group.

With the Russian authorities now accepting that ISIS downed a Russian Airbus 321 airliner over the Sinai desert recently, killing all 224 on board, Vladimir Putin has directed Russian forces operating in the region to co-ordinate military offensives with the French as a sign of political support. Russia has continued to launch attacks against terrorist bases in Raqqa, using long-range bombers and cruise missiles.

US Navy fast and curious

US NAVY

The future USNS Brunswick (EPF 6), the US Navy's sixth Expeditionary Fast Transport (EPF), formerly known as Joint High Speed Vessel (JHSV 6), has completed acceptance trials ahead of her delivery to Naval Sea Systems Command (NAVSEA), on behalf of the Military Sealift Command.

After delivery of EPF 6, Austal will deliver a further four Expeditionary Fast Transports from its shipyard at Mobile, Alabama under a ten-ship, US\$1.6 billion contract. The high-

speed vessels were originally designed to conduct intra-theatre lift and humanitarian assistance/disaster relief support and have also been tapped to fill gaps in US Southern Command's counter-trafficking operations.

The Navy has now created an Auxiliary Platforms and Payloads Council to investigate other roles for the class. The Pentagon is considering using the them as platforms for Marines' afloat command and control requirements. This could see them equipped with unmanned vehicles for intelligence and surveillance missions.



ABOVE Expeditionary Fast Transport Brunswick (EPF-6) at launch from the Austal USA shipyard in May 2015. US NAVY

BRIEF NEWS

ROYAL NAVY • The government has awarded a contract for the completion and delivery of Anson, the fifth Astute class submarine. The boat was laid down in October 2011 at Barrow-in-Furness shipyard and is scheduled to start sea trials in 2020. In making the announcement, the MoD said the agreed build time is to date the shortest for one of the class, with the current schedule nine months ahead of that for Boat 3 (Artful), saving £50 million.

COLOMBIAN NAVY • Two former German Navy Type 206A submarines, which were transferred to the Armada de la Republica in August 2012, have departed Kiel for Cartagena. The ex-U23 and ex-U24, renamed Intrepido and Indomable respectively, have been extensively refitted by Thyssen Krupp Marine Systems, which has included 'tropicalisation' for operation in Caribbean waters. The pair were transported to South America, via the Kiel Canal, as deck cargo on the BBC Sapphire in November 2015.

US NAVY • The next Littoral Combat Ships to deploy overseas are to be fitted with over-the-horizon surface-to-surface missile systems as part of efforts to increase the firepower of the class. USS Freedom is to deploy to the Western Pacific early in 2016 and USS Coronado later in the year. One ship is expected to mount the tried and tested Harpoon anti-ship system, the other the Kongsberg Naval Strike Missile. The Norwegian system was test-fired on Coronado in 2014.

RUSSIAN NAVY • The navy is to receive ten Buyan-M class missile corvettes by 2019, which is more than originally planned. The 950-tonne vessels can be equipped with eight vertically launched Kalibr missiles, the weapon that was so effectively demonstrated in attacks against Islamic State militants. Despite economic troubles and international sanctions, Russia has embarked on a US\$325 billion programme to modernise 70 per cent of its military by 2020.

Bulkers unloaded

SELF-UNLOADERS

Klaveness Ship Holding, through its subsidiary Klaveness Selfunloaders, is to sell five of its self-unloading bulk carriers to Canada's Algoma Central and the CSL Group. Algoma and CSL will each acquire two vessels, while Marbulk Shipping, a company jointly owned by Algoma and CSL, will acquire one. The transaction values the five bulkers at \$190 million in total and includes the Barkald (2002) and the 2013-built sisters Balto and Balchen. JS



ABOVE The 49,463dwt Barkald is one of five self-unloading bulkers being sold by Norway's Klaveness Ship Holding to other operators. KLAVENESS

ICG purchase four cargo vessels

Elbtrader (2008), with a capacity of 980TEU, is one of four lo-lo container vessels purchased by Irish Continental Group. SIMON SMITH



LO-LO CONTAINER

It was announced on 2 November 2015 that the Irish Continental Group (ICG) has entered into agreements for the purchase of four lo-lo container vessels for a total of €24.2 million. Three of the vessels, Elbfeeder (2008), Elbtrader (2008) and Elbcarrier (2007), have a capacity of 980TEU each and a gross tonnage of 8,246, and all three have been in operation on the group's container shipping division,

EUCON, which has further container ships operating on various routes between Belfast, Dublin, Cork and Rotterdam and Antwerp.

The fourth vessel being acquired, Jork Ranger (2005), is slightly smaller, with a capacity of 803TEU and a gross tonnage of 7,582, and she is being purchased from MS Jork Ranger Bernd Becker GmbH & Co KG. Title to the first three vessels will transfer to ICG on delivery of the vessels, which was expected in December 2015,

while the title to Jork Ranger was transferred on delivery of that vessel. The vessels will be offered to the market on a charter basis.

ICG operates Irish Ferries and reported that group revenue in its seasonally most significant quarter, during the summer, rose by 10.4 per cent to €105.5 million. Units lifted at its container ports in Dublin and Belfast jumped by 51 per cent, with underlying lifts up five per cent when adjusted for Belfast concession volumes this year. RC

The 6,388dwt cargo vessel Alican Deval. SIMON SMITH



Russian Navy buys cargo

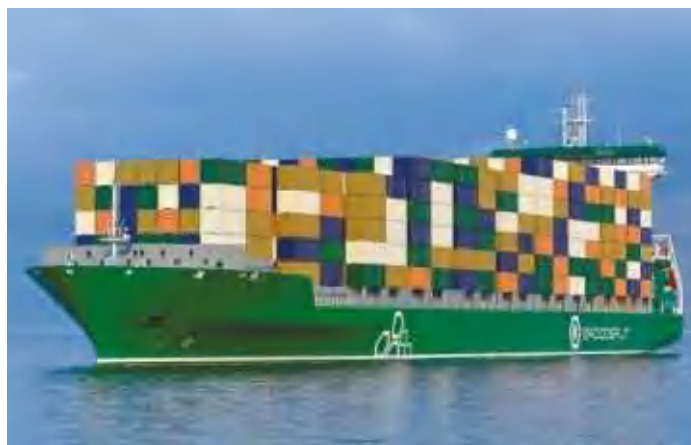
SHIP PURCHASES

The Russian involvement in Syria has resulted in a significant increase in both naval and merchant traffic between Russian Black Sea ports and Tartous in Syria, and in October 2015 the Russian Navy purchased two general cargo vessels to carry military equipment to Syria. These were the 7,250dwt Turkish-built Dadali (1985), which was renamed Vologda-50, and

the 6,388dwt Alican Deval (1985), which had been previously operated by Deval Shipping & Trading of Turkey.

Alican Deval was docked in Novorossiysk on 11 October and renamed Dvinitsa-50, and passed through the Bosphorus on 14 October 2015 to deliver military cargoes to Syria. In addition to these, the Austrian-built sea/river class vessel Georgiy Agafonov (1987) is operating as Kazan-60 for the Russians. RC

Croatia building LNG



ABOVE Europe's first LNG-fuelled container ships are under construction at Croatia's Brodosplit yard for Brodosplit Navigation Ltd.

BOXBOATS

Construction has started at Croatia's Brodosplit shipyard in Split on four 184.43m by 27.5m LNG-fuelled container ships for Brodosplit Navigation Ltd with a steel-cutting ceremony in Split on 12 November 2015. The 24,000dwt vessels will accommodate 2,000TEUs and travel at

a service speed of 18 knots using low-speed, two-stroke dual-fuel engines of 11,060kW output. These are to be manufactured by the Brodosplit diesel engine factory under licence from MAN, while the ships themselves will be classed by DNV GL. Brodosplit expects these LNG-powered vessels to be more attractive in the global market due to new international regulations. JS

Designs for the feeder ships for the future



Deltamarin's feeder vessel design.

FEEDER VESSELS

Economical container feeder vessel designs have been on the minds of naval architects and shipowners recently, and both Deltamarin Ltd and Wärtsilä of Finland have come up with several possibilities. Deltamarin's entrant is the A.Delta2300, the first in a series of feeder vessel designs that the Finnish company says offers 'best-in-class' cargo capacity along with trading flexibility and fuel economy.

Deltamarin has been working with China's AVIC Weihai Shipyard, which is associated with Deltamarin through its current Chinese ownership, to make sure its new concept is as shipyard production-friendly as possible. At the same time, classification society DNV GL has reviewed the design concerning latest international regulations and industry practices.

Using three series of model tests carried out at the Hamburg Ship Model Basin, the A.Delta2300 hull

form has been optimised to ensure low resistance combined with high propulsion efficiency. This has resulted in an expected fuel burn rate of 42 tons per day at 19 knots. The proposed 188.6m by 30.95m ship offers a container capacity of 2,322TEU (1,700TEU at 14 tonnes per loaded TEU), 500 of which could be refrigerated, in five cargo holds and on deck with a readiness for conversion to LNG fuel.

Finland's Wärtsilä has introduced designs for a series of four container feeder vessels that, like the Deltamarin design, incorporate optimal fuel efficiency while being compliant

with all known current and future environmental regulations.

Each design is available in three versions, with a conventional design using heavy fuel oil (HFO), an environmental design using HFO with exhaust cleaning scrubber systems, and a clean design with dual-fuel capability and running mainly on LNG. The largest of the Wärtsilä ships, a 3,800TEU capacity vessel, would be 738ft in length and be powered by an 24,400hp W6X72DF dual-fuel engine drawing LNG from three tanks of a combined 1,950m³ capacity set in the lower aft section of the hull. JS



Crowley names first of four

TANKER

In early November 2015 Crowley Maritime Corp christened the first of four new, Jones Act product tankers at the Tampa Cruise Terminal. The 50,000dwt 330,000-barrel capacity ship Ohio is the first tanker ever to receive the American Bureau of Shipping's (ABS) LNG-Ready Level 1 approval, meaning Crowley has the option to convert the tanker to LNG propulsion in the future.

Over 100 guests watched as Pamela Beall, president of MPLX, a Marathon Petroleum Corporation subsidiary, performed the traditional christening

by breaking a ceremonial bottle of champagne across the vessel's hull.

Ohio was constructed by Aker Philadelphia Shipyard, Inc (APSI), with construction management services provided by Crowley's Seattle-based naval architecture and marine engineering subsidiary Jensen Maritime. The remaining three product tankers are also being built by APSI for Crowley and have planned deliveries through 2016. The new tankers are based on a proven Hyundai Mipo Dockyards design which incorporates numerous fuel efficiency features, flexible cargo capability and the latest regulatory requirements.



ABOVE The 600ft-long tanker Ohio is the first of four newly built, LNG-ready product tankers for the US coastwise trade and can carry crude oil or refined petroleum products. CROWLEY



ABOVE Europe's largest LNG bunker and feeder tanker will be placed in service by Skangass during the first quarter of 2017. WÄRTSILÄ

Scandinavians go LNG

BUNKER TANKER

Sirius Veder Gas AB, a joint venture formed between Sirius Rederi of Sweden and the Anthony Veder Group of the Netherlands, expects to take delivery of Europe's largest LNG bunker and feeder vessel, the 5,800m³ capacity Coralius, from Holland's Royal Bodewes in the first quarter of 2017.

The new ship is to be powered by a Wärtsilä propulsion package consisting of a six-cylinder Wärtsilä 34DF dual-fuel main engine, capable

of running on either LNG or diesel, driving a Wärtsilä controllable pitch propeller through a reduction gearbox fitted with power take-off. When delivered, the ship will be operated on long-term charter by Skangass to serve the Baltic and Scandinavian LNG markets.

In addition to supplying bunkers to LNG fuelled ships, the new vessel will distribute LNG to areas that do not have access to natural gas via pipeline. It is expected to load LNG in Norway and Sweden for distribution in the Baltic area. JS

Final sailings for Island Cruises

During 2003 a world cruise specialist and a British tour operator joined forces to create Island Cruises. Now it is all over, and Russell Plummer looks at the career of the operation's popular vessel, Island Escape, which had previous service going back to the early 1980s.

An intriguing chapter in British cruising history closed on 27 October 2015 when Island Escape returned to Palma, Majorca at the end of her 30th itinerary of 2015 and the very last in 12 years of Mediterranean trips which had an emphasis on informality. This was the ship where set times for meals and formal dress code were forgotten and, with all-inclusive cruising introduced in recent times, thousands of passengers flew out from Britain to enjoy a unique on-board atmosphere with, as the original Island Cruises management put it,

'traditions thrown to the winds.'

In the early days, a 'fly on the wall' ITV documentary series caused considerable interest in the Island Cruises approach. As well as attracting first timers to cruising, Island Escape also had a loyal band of regulars, many making several trips each year to enjoy three restaurants, six bars, three lounges, a casino, night club, a good-sized swimming pool and sun decks.

Thomson/TUI have owned Island Cruises since 2009 and, after trumpeting the June 2016 debut of Thomson Discovery, currently

Splendour of the Seas (1996/69,130gt), in what becomes a single brand five-ship Mediterranean line-up, confirmed that Island Cruises would cease at the end of the 2015 programme, with Island Escape leaving the fleet.

Island Cruises founded

Island Cruises was established as a partnership between Royal Caribbean Cruise Line and First Choice, which started with the RCCL-owned Island Escape, previously Viking Serenade, running Western Mediterranean itineraries from Majorca.

The operation gained a second vessel from 2005, when the

1,000-berth Horizon (1990/46,811gt), chartered from Celebrity Cruises, appeared as Island Star, also running from Palma and then joining Island Escape for winter cruises from Brazil.

First Choice was later acquired by TUI, who bought RCCL's share in Island Cruises early in October 2008, RCCL switching Island Star to Pullmantur from May 2009. Island Escape's winter deployment in Brazil ended in 2010, with the vessel replacing Thomson Celebration (1984/33,933gt) on seven-night winter circuits from Tenerife with calls at La Palma, Madeira, Morocco and Lanzarote.

This was due to end with a longer May 2010 positioning trip back to Palma before a summer 2010 cruise programme. Then, with much of Northern Europe's air space closed

Island Escape at Genoa during an Island Cruises Western Mediterranean itinerary. RUSSELL PLUMMER



1982 • Scandinavia at the beginning of New York-Freeport, Bahamas cruise-ferry trips.

1983 • DFDS colours at Copenhagen, where only one of the twin stern ramps could be used.



1985 • Sailing via the Kiel Canal to Hamburg for refit after sale to Sundance Cruises.

1985 • As Stardancer before starting Vancouver-Skagway, Alaska trips during June 1985.





ABOVE/RIGHT The pool and sun deck areas following removal of the swimming pool's retractable roof. The area with roof closed (above) during DFDS service in 1984. RUSSELL PLUMMER



because of ash clouds from an Icelandic volcano, Thomson used Island Escape to bring 1,400 stranded holiday-makers from the Canary Islands back to Britain, berthing the vessel in Falmouth.

It was to the Cornish port, with minimal facilities, that passengers expecting to fly to the ship in Las Palmas were hurriedly diverted, among them a 35-strong Ships Monthly group

including readers returning after enjoying previous Island Escape cruises from Palma in 2006 and 2008.

Island Escape was built at Nantes in France as Scandinavia and delivered in August 1982 for an ambitious but spectacularly unsuccessful bid by DFDS offshoot Scandinavian World Cruises to establish a service from New York to the Bahamas with onward connections from Freeport to Fort Lauderdale.

As a foreign-flag vessel, the 1,606-berth/530-car Scandinavia could not sail direct from New York to Florida and, although some New York-Bahamas traffic was picked up, Americans could not be persuaded to put to sea with their cars instead of driving south. Sailings were extended to call at Nassau from June 1983, but five months later the plug was pulled

and Scandinavia moved across the Atlantic to the DFDS Copenhagen-Oslo route, starting on 19 December 1983.

Scandinavia became an instant hit, but with passengers less eager to use her route partner Dana Regina (1974/10,002gt), traffic became unbalanced, and in early April 1984 DFDS sold Scandinavia to Sundance Cruises. The vessel left as Stardancer, after a Hamburg refit by Blohm+Voss, to begin cruises from Vancouver to Skagen in Alaska in June 1985, with winter sailings from Los Angeles to Puerto Vallarta, Mexico.

Sundance Cruises, originally created by Seattle businessman Stanley McDonald with involvement from Silja Line partners Johnson Line of Stockholm and the Finland Steamship Company (EFFOA), was absorbed

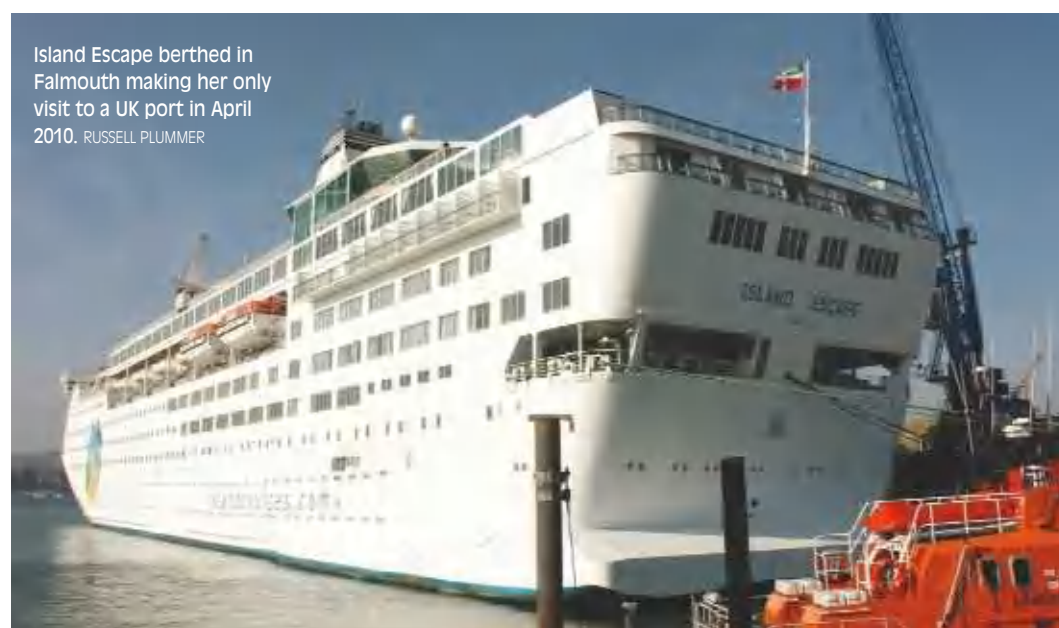
by Eastern Cruises to form Admiral Cruises in 1987. Two years later it was acquired by RCCL, with Stardancer becoming Viking Serenade.

Between January and June 1991, while the ship was at the Southwest Marine yard in San Diego, the stern-loading vehicle decks were converted to cabin areas and the trademark RCCL Viking Crown Lounge was added behind the funnel. Viking Serenade completed over a decade of RCCL service before arriving at the Setubal Yard in Lisbon for refit prior to launching Island Cruises from Majorca in March 2003.

There were onboard changes in 2008, when the swimming pool's retractable roof was removed and additional space for sun loungers and a sports area were created at upper deck level. Aft, the 24-hour Beachcomber Restaurant was extended to the full width of the hull and the seating area of the Sailaway Bar on the deck above doubled in size.

For 2016 the 1996-built/2,074-passenger maximum capacity Thomson Discovery will be offering 19 seven-night trips from Majorca on four different itineraries, each of them including ports previously served by Island Cruises. Thomson have said no more than that 'future options' were being considered for Island Escape.

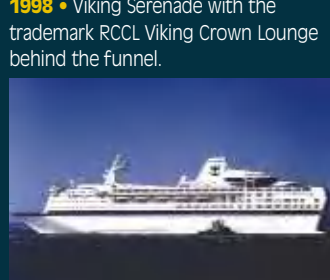
ISLAND ESCAPE	
BUILT	1982 by Dubigeon Normandie, Nantes, France, as passenger/vehicle ferry Scandinavia for United Steamship Co, Nassau; yard no.164
SIZE	185.25m x 27.01m x 6.80m
TONNAGE	26,747gt, 18,037 net, 5,561dwt (as built); 40,132gt, 19,809 net, 4,294dwt (since 1991)
PASSENGERS	1,630 in 756 cabins (as built); 1,521 lower berth, 1,863 maximum capacity (since 1991)
CREW	540
VEHICLES	530 as built, vehicle deck converted to cabins 1991
MACHINERY	2 x B&W 9L55GFCA diesel engines, 19,850kW
SPEED	20 knots (trials), 18 knots (service)
FLAG	Bahamas
IMO NUMBER	8002597



Island Escape berthed in Falmouth making her only visit to a UK port in April 2010. RUSSELL PLUMMER



1991 • New look as RCCL's Viking Serenade, with car decks converted to extra cabins.



1998 • Viking Serenade with the trademark RCCL Viking Crown Lounge behind the funnel.



2003 • Island Escape during her Island Cruises debut season sailing from Palma, Majorca.



2009 • Island Escape during a call at Valencia, showing the balconies added to 20 Deck 3 cabins aft.

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THE CRUISE BUSINESS

How it all began

David Brown looks at how the cruise industry started, recalling the first purpose-built cruise ships and reflecting on how both ships and cruise companies have expanded in the last two decades.

From relatively modest beginnings in the mid-1960s and the early 1970s, the cruise industry has grown into a multi-billion dollar business that seems to be expanding faster each year, carrying more than 21 million passengers globally in 2013. The centre of this expansion was and still is North America, which remains by far the largest market, with almost 12 million cruisers in 2013, but the next region of expansion is China, where more and more cruise companies are sending new ships purpose-built for the area.

Cruising holidays have been taking place since the latter

part of the 19th century, when passenger liners were used in their off season or during slack times between line voyages. It was considered to be a holiday for the more affluent, a perception that continued right through until the modern cruise era.

In the mid-1960s several entrepreneurs believed there was a business opportunity to change this perception and provide affordable vacations for a very much wider customer base. They began in four ways: building new cruise ships; converting existing passenger liners into cruise ships; purchasing passenger liners that were already converted

into cruise ships; or chartering suitable ships. Many of these companies are the household names of the modern cruise industry, although mergers and ownership changes have inevitably taken place.

Princess Cruises' Stanley Macdonald and Norwegian Caribbean Lines (NCL, now Norwegian Cruise Lines) were the initiators, the former by chartering an off-season ferry in 1965 and the latter starting in 1966 by building *Sunward*, their first ship, followed in 1968 by *Starward* and by *Skynward* in 1969.

NCL was followed by Royal Caribbean Cruises (RCCL,

now RCI), which built *Song of Norway*, *Nordic Prince* and *Sun Viking*. Meanwhile, three companies joined forces to build three sisterships, *Royal Viking Star*, *Royal Viking Sky*, and *Royal Viking Sea*, and formed Royal Viking Lines. Two more Norwegian companies built two ships to form Flagship cruises.

Traditional British shipping companies Cunard and P&O also built new ships, with the former building two and the latter one. Cunard already operated *Queen Elizabeth 2* as both a transatlantic liner and a cruise ship. P&O had a number

Cunard Countess, Carla C and Sun Princess berthed at the West India Company dock in Charlotte Amalie, St Thomas, US Virgin Islands.





ABOVE The 1970-built *Song of Norway* was the first ship built for Royal Caribbean International. She was lengthened in 1978 due to the high demand for cruising.

of their passenger liners still operating line voyages in a rapidly declining market which airlines were taking over. The ships that could not be converted to cruising were disposed of, and those that could were transferred to cruise operations in either Europe or Australia, but not in North America, apart from *Arcadia* doing some cruises on the West Coast to Mexico, Alaska and Hawaii and a brief and unsuccessful attempt in 1973 to cruise *Canberra* out of New York.

There were companies that ran older tonnage in the North American market, such as Carnival, Sitmar, Costa, Home lines, Lauro Lines and

Chandris. Norwegian American Lines also operated their two new but more traditionally designed ships, *Sagafjord* and *Vistafjord*, in North America.

These early years did not yield satisfactory profits, as evidenced by P&O in 1972 picking up NCL's half-built fourth ship and completing her as *Spirit of London*, and then two years later purchasing the two Norwegian-owned ex-Flagship Cruises sisterships, *Island Princess* and *Sea Venture*. One executive at this time stated that a company required at least six ships to financially justify its shoreside administrative staff, and very few cruise companies had six ships. It took another decade and



ABOVE *Skyward* at Charlotte Amalie, St Thomas, Virgin Islands in 1978. She and sistership *Starward* were the first purpose-built ships of Norwegian Cruise Line.



ABOVE *France* arriving in Le Havre at the end of her transatlantic service and five years before being sold to Norwegian Caribbean for cruising as *Norway*.

some mergers before companies approached this figure.

Most new ships in the 1970s were in the 10,000gt to 20,000gt range and carried around 700 passengers. But the economies of scale required for a satisfactory profit

required larger ships carrying larger numbers of passengers, something that did not materialise until the late 1980s, 1990s and into the 2000s.

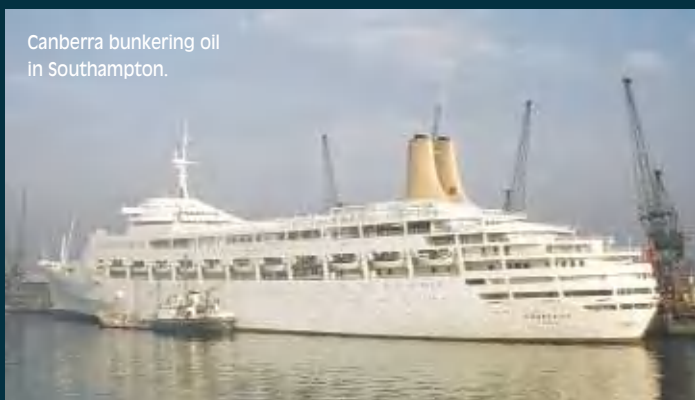
The early cruise ships, whether new or old tonnage, had basically the same passenger facilities: a main show lounge; a smaller lounge or lounges; a cinema facility; a disco or late night lounge; a single dining room; a slot machine area or a small casino,



The iconic Queen Elizabeth 2 arriving in Southampton. Her slim steamship funnel with the white branding was used by Cunard for a brief period on its cruise ships rather than its traditional red with black lines.



ABOVE Nevasa in Valletta at the end of her service, flying her paying-off pennant. Built in 1956 as a troopship, she served the UK Government in this role until 1962, when she was laid up until being converted to an educational cruise ship in 1965. She cruised until the end of 1974 and in 1975 went to scrap in Taiwan.



Canberra bunkering oil in Southampton.

although some had no casino; maybe a small room with exercise equipment; a sauna, with adjacent massage rooms; and a hair dressing salon. Of the newbuilds, the Royal Viking ships were considered the most upmarket.

Entertainment was provided by a small cruise staff, a five-

piece band, a musical trio, a male singer, a female singer and a comedian. This was the basic set-up, but there could be an additional duo or a magic act. They may all have come together for a production based on a Broadway or West End show.

Food was a major feature and advertised extensively to

attract passengers. It was often described as gourmet standard, and although that may have been an exaggeration, it was very good. The modern self-service buffets and speciality restaurants were unheard of. Italian chefs, service and cuisine were used by many of the lines. The pizza cafes in Sitmar's ships were widely acclaimed. The now defunct midnight buffet was ubiquitous, with each company trying to outdo the others in their offerings.

Even the nationality of the ships' officers was used to try to entice passengers. The British-operated ships boasted of their British officers, while the Norwegian companies touted their Norwegian officers, and the same went for the Italian- and Greek-manned ships. The British ships followed their passenger liner tradition of officers hosting passenger tables at dinner. Norwegian, Italian and Greek ships had their own hosting arrangements, which were equally popular.

The competing companies also focused on particular marketing and cruising areas: NCL, RCI, Carnival and Costa targeted the US East Coast for passengers to the Caribbean; Sitmar, Holland America Line (HAL) and Princess Cruises focused on the US West Coast, with cruising to Mexico and Alaska, with the latter operating Panama Canal cruises and a one-ship seasonal operation based in the Caribbean.

Cunard operated their ships

in the Caribbean as well as Alaska. Royal Viking Line's three ships undertook longer worldwide cruises. Itineraries and ports were a major factor; for example, it was important for Caribbean-based ships to call at St Thomas in the US Virgin Islands, and an itinerary that did not call there was at a disadvantage in attracting prospective passengers.

Ports of call

Ports also needed to improve their facilities to attract the cruise ships, which provided significant extra income. Berthing space was at a premium, particularly in more popular ports, while anchoring was a necessary but unpopular alternative. Most ports would allow the pre-booking of berths, so it was important for companies to prepare their itineraries well in advance in order to book a berth.

Some ports worked on a first come first serve basis, such as Puerto Vallarta on the west coast of Mexico, where ships raced to get to the pilot station first and secure the only berth, leaving the loser at anchor. On a Saturday, the most popular day for seven-day cruises to start, the terminal ports had to arrange a strict arrival schedule, with ships in line astern as they embarked their pilots.

With more ships entering the market, companies searched for new destinations, preferably exclusive ones, to attract passengers, starting

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the 'private island' concept. Royal Caribbean set up an exclusive call in Haiti, while Princess Cruises made an exclusive arrangement with a small privately-owned island in the Grenadines. Officially charted as Prune Island, for marketing purposes the name was changed to Palm Island. Other companies followed suit with their own exclusive places. The scenic grandeur of Alaska was an untapped market, and Holland America Lines, Princess Cruises and Sitmar Cruises focused on it. The Alaskan ports had basic facilities, so the ships berthed either at wooden jetties or anchored, but the scenery was magnificent, particularly the US National Park of Glacier Bay.

With only a few ships cruising in Alaska, permits for Glacier Bay entry were available. Ships cruised in a leisurely manner through the National Park all day, and lifeboats were often lowered to pick up small pieces of floating glacial ice, to be exhibited outside the restaurant. Nowadays, with many more ships calling, permits are strictly limited, as is time spent in the bay, and calls are tightly regulated.

Meanwhile, apart from the North American market, there were still niche cruising operations in Europe and Australia. P&O operated its educational cruises out of the UK, using *Nevasa* and *Uganda*, while *Andes* offered traditional cruises for the UK market.

Andes epitomised the perception of cruising being for the affluent, which it was, with service to match and a staff to passenger ratio of almost one to one. Unfortunately, but perhaps unsurprisingly, there were insufficient passengers to maintain this financially, and in the early 1970s she was withdrawn from service. Throughout the 1970s it was only P&O Princess of the major companies that met the six-ship rule of thumb criteria. Sitmar Cruises came close, but most cruise lines' profits were small.

As more people took to cruising, they also wanted more for their money, whether it was entertainment, catering or other facilities. This became a problem, particularly in the purpose-built ships, and

Fairsea anchored off Puerto Vallarta, Mexico in her Sitmar livery. Built in 1956 as RMS Carinthia for Cunard she was sold to Sitmar in 1968. In 1988 Sitmar was taken over by P&O Princess and Fairsea sailed as Fair Princess for Princess Cruises and P&O Cruises Australia until 2000.



ABOVE The 1971-built 20,000gt Pacific Prince and the 1984-built 46,000gt Fairsky anchored in Cabo San Lucas, Mexico. Fairsky became Sky Princess in 1988, when P&O Princess took over Sitmar, and she was operated by Princess Cruises and P&O Australia until 2006.



ABOVE The 21,891gt Royal Viking Sky was completed in July 1973. Since 2005 she has been operated as Boudicca for Fred. Olsen Cruise Lines.



ABOVE On board the 1984-built Royal Princess, showing the small pool.



ABOVE Orsova departing Southampton on a cruise. Note the high bridge wings. Like her sisterships Oronsay and Orcades, and the later Oriana, she had her navigating bridge high amidships at the centre of rotation, unique to large passenger liners.



caused what was colloquially called 'crew creep'. Additional facilities required more crew, but the ships were built with a business plan for a certain product, with specified crew and passenger numbers.

Additional crew had to be accommodated in what were originally passenger cabins, and of course more crew meant fewer passengers and thus lower profits. Royal Viking Lines' and Royal Caribbean Cruises' Wärtsilä-built ships readily adapted to being 'stretched', with the addition of a midship section, adding more accommodation and passenger areas.

France to Norway

Once again it was NCL that made a bold move in 1979, when the company bought the laid-up French transatlantic liner *France*. Converting the liner for cruising addressed the economies of scale in the North American market: she was large enough to accommodate major theatre shows and all the staff required for them, as well as the other facilities that cruise passengers wanted, and it started the trend of the ship itself being the destination.



ABOVE Uganda and Andes berthed in Madeira.

The newly-named *Norway* also carried about two or three times the number of passengers of other cruise ships. P&O Cruises' *Canberra* carried a large number of passengers, but the cabins, many of which did not have private facilities and some with four berths ('friendly fours'), were not well suited for the competitive North American market. However, *Canberra* did bring cruising to a new generation of Britons.

In the half century since Stanley Macdonald started Princess Cruises with a chartered ferry, and Knut

Kloster and Ted Arison founded Norwegian Caribbean Lines, both the ships and the companies have grown, from *Sunward* – 8,666gt, carrying 700 passengers – to Royal Caribbean's *Allure of the Seas*, which is 225,000gt and carries 5,400 passengers. Many of the original companies are still operating, notably NCL, RCI and Carnival, while others have gone by the wayside. Carnival is the biggest, with over 100 cruise ships under its various brands, which include HAL, Princess Cruises, Cunard, Costa and P&O Cruises. **NV**

SIGNIFICANT CRUISE SHIPS

NAME	BUILT	CRUISE LINE	TONNAGE	CAPACITY	NOTES
SUNWARD	1966	Norwegian Caribbean	8,666gt	558	First purpose-built cruise ship; scrapped 2004
SONG OF NORWAY	1970	Royal Caribbean	18,416gt	724	One of first cruise ships; scrapped 2014
PACIFIC PRINCESS	1971	P&O Princess	20,000	640	The Love Boat, publicised cruise industry
ROYAL PRINCESS	1984	P&O Princess	45,000gt	1260	First ship with decks of balconies, now Artania
HOLIDAY	1985	Carnival	46,000gt	1450	First of class and start of new Carnival fleet
NORWAY	1980	Norwegian Caribbean	70,202gt	1944	Ex-France, Scrapped 2008
GRAND PRINCESS	1998	P&O Princess	109,000gt	2600	Largest cruise ship in world in 1998
OASIS OF THE SEAS	2009	Royal Caribbean	225,282gt	5400	Largest cruise ship in world by far in 2009



ABOVE Royal Viking Sea, completed in December 1973, was the third of three cruise ships built for Royal Viking Line, the upmarket cruise line that operated from 1972 until 1998.

Reducing emissions from ships

New emission regulations mean owners and operators have to reduce exhaust gases produced by ships. One answer is to fit scrubbers, as Krispen Atkinson explains.

Since 1 January 2015 ships operating in Northern European waters and around the coast of North America have been required to comply with vigorous emission rules. These rules have left shipowners with three basic options: burn fuel with less sulphur content, use a cleaner

fuel such as LNG, or find a way of cleaning the exhaust gases before they enter the atmosphere.

The third option means fitting SOx abatement systems, more commonly known in the industry as 'scrubbers'. Although probably not aesthetically pleasing, they are purposeful. Shipowners began partnering

with system providers, using experimental systems which would lead to full installations. These began with partial conversions, retrofitting the scrubber to a smaller piece of machinery, such as an auxiliary generator. This occurred on vessels such as P&O's Dover to Calais ferry *Pride of Kent* and Holland

America Line's 1,432-passenger cruise ship *Zaandam*, in which a scrubber was fitted in 2007 during dry-docking at Vancouver Island, Canada.

On land, scrubbers have been widely used in electricity generation and other industries for a number of years, but the transition to marine use has been less successful due to the size of the units needed. Scrubbers work by removing the sulphur content from the emissions, as well as helping to reduce nitrogen oxides and particulate matter. This can be undertaken in two basic ways: either through washing with seawater (wet) or by using lime (dry). This is undertaken after combustion, taking the exhaust gas before it enters the atmosphere through the funnel.

The first generation systems were large, and required extra

Ficaria Seaways was the first ship in the DFDS fleet to be fitted with scrubbers, and the company has since invested heavily in the technology.



steelwork to enclose them. This meant that some ships have had to undergo major alterations to their funnels to incorporate the installations. But as the technology has developed, newer, more compact scrubbers have come on the market, which do not require such drastic alterations to the funnel and surrounding area.

Open and closed loops

Open loop scrubbers operate by taking seawater, and washing the exhaust gases. The waste water is discharged into the sea, where the acidic nature of sulphur is neutralised by the alkalinity of the seawater. With ongoing environmental concerns, some scrubber manufacturers are now providing systems which clean the waste water before it leaves the ship, with the sludge waste removed in port and disposed of safely onshore.

Closed loop scrubbers see only bleed water leave the ship. The system uses caustic soda to neutralise the sulphur within the exhaust gas, with the waste stored on the ship until it can be disposed of. This type of scrubber is advantageous in waters where the alkalinity levels are low, and therefore cannot be used to neutralise the sulphur. This is the case in the Baltic and in river estuaries.

Another form, but not as popular as the wet systems, is the dry system. Using lime granules, the exhaust gas passes through the lime, which absorbs the sulphur. This system is quite large, requiring storing of both reserve granules, which are placed in the system via a hopper, and the waste material. The waste material from this system can be used as an agricultural fertiliser or as gypsum.

A commonly utilised system is the hybrid scrubber. This is a wet scrubber, combining both open and closed loop systems. It offers the flexibility to use the seawater in open loop

Scrubbers in widespread use



By the end of 2015 180 ships had been fitted with scrubbers, with many more planned. The capital outlay for a shipowner on a scrubber is in the region of \$2-3 million per vessel, depending on the engine size.

For ferries and cruise ships, this can be upwards of \$10 million, due to the size of the engine installation.

There is also the time out of service to consider, as installations take around four weeks to complete, although they are often planned around a scheduled dry-docking. But these factors have not deterred owners from taking up the option or retrofitting scrubbers, with vessels spending most of their time inside the Emission Control Area (ECA) being prime candidates, and they are able to take advantage of cheaper fuel with higher sulphur content.



The main unit of the scrubber is fitted inside the extended funnel of one of DFDS's Flower class ro-ros. DFDS



ABOVE Clearly showing the widened funnel, which incorporates the scrubber, Containership VI heads for Rotterdam on the service from the Baltic.

form, where the alkalinity level is suitable, but can switch to closed loop in waters which are either low in alkalinity, or where environmental regulations prevent the discharge of waste water into the sea.

Scrubbers in service

DFDS have spent a considerable amount on retrofitting their fleet with scrubbers. Being a European operator, the ships generally spend all their time within the ECA. *Tor Ficaria* (later *Ficaria Seaways*) became

the first vessel in the fleet fitted with a scrubber, while she was being lengthened in Bremerhaven in July 2009.

She used a system developed by Aalborg Industries, later to be known as Alfa-Laval Aalborg, and at the time it was the largest marine installation. DFDS were impressed with the results, and retrofits soon followed on *Ficaria*'s sisters as well as other members of the company's fleet, the conversions being undertaken in Poland.

Heading across the Skaggeerak, DFDS Seaways' 37,722gt Begonia Seaways (2004) was retrofitted with a scrubber in Poland during 2014.



ABOVE The ro-ro cargo ship Plyca (28,289gt) was the first of Transfennica's six container ro-ros to be fitted with scrubbers, by widening the funnel. She is seen heading past Terneuzen, on the river Scheldt, having sailed from Antwerp.



ABOVE Brittany Ferries' ferry Mont St Michel, fitted with a scrubber during the autumn of 2015, in the middle of the English Channel, on a crossing from Portsmouth to Caen.

In the shortsea European market, Dutch coaster owner Wijnne Barends, a subsidiary of Spliethoff's, decided to retrofit three of their vessels, *Lady Clarissa*, *Lady Christina* and *Lady Carina*, during the winter of 2014-15 in Poland. As with most retrofits, this significantly altered the funnel of the vessels, which doubled in width following the installation. Spliethoff's have put considerable investment in upgrading their fleet, with a number of their S class vessels,

which operate worldwide, being upgraded, along with their six container ro-ros operating under the Transfennica banner. With the Plyca fitted in 2009, this set the way for the Dutch company into this market.

On the back of the success seen by others, Italian Grimaldi Lines' Scandinavian subsidiary, Finnlines, has also made strides towards fitting scrubbers to 14 of their vessels. These vessels operate on services throughout the Baltic but also go as far afield as the Bay of Biscay.



ABOVE K Line's vehicle carrier Elbe Highway (23,498gt) passing through the Oresund during the summer of 2015, showing her enlarged funnel.

Over the last couple of years, ferry companies have also been upgrading their ships with scrubbers. Due to the high fuel consumption of ferries, this seems to be a more economical measure than using compliant fuel. On UK to French ferry services Brittany Ferries have fitted scrubbers to *Normandie*, *Barfleur* and *Cap Finisterre*. During the autumn of 2015, *Mont St Michel* was fitted with a scrubber, and fleetmates *Armorique* and *Pont-Aven* are going for similar work. Brittany Ferries has had the work carried out at the Astander Shipyard in Santander, Spain, and it is estimated to cost about £10 million per ship.

Color Line, with services to Norway from Denmark and Germany, have chosen to fit inline scrubbers to their cruise ferries *Color Magic* and *Color Fantasy* following the successful installation aboard the smaller *Superspeed 2*, and her sister *Superspeed 1*. The inline scrubber is a more compact system and avoids any major

alteration to the appearance of the vessel. This makes it ideal for ships where space is critical, and is now a preferred choice for use on cruise ships and ferries.

Dry scrubbers have not been as popular, due to the size of the unit required. One of the first ships to operate this system was the Canadian ro-ro *Oceanex Connaigra*, which was completed in September 2009 in Germany. Within Europe, the two 4,230gt cargo vessels *Cellus* and *Timbus*, in contract to SODRA, were fitted with dry scrubber systems in mid-2015. Unlike the wet scrubbers, which are generally fitted around the funnel, dry scrubbers are fitted in a void space in front of the accommodation on these vessels.

In North America, the use of scrubbers has not been as popular as in Europe. Instead, LNG conversions have been favoured with low-priced fuel available due to the continent's shale gas revolution. Making the biggest investment in scrubbers in the region has been Canadian Great Lakes



ABOVE The newly fitted scrubbers are hardly noticeable aboard the cruise ferry Color Fantasy, alongside in Kiel in August 2015, before she sets off on the overnight service to Oslo.



ABOVE Steam from the funnel of the 2011-built 28,002gt Finnsea shows the scrubber is in operation as she heads into the Baltic.



ABOVE The 4,231gt general cargo ship Cellus is one of only a handful of ships to have been fitted with dry scrubbers. She is seen passing Vlissingen in 2003.

bulk carrier operator Algoma Central. The company, which is undergoing a fleet renewal programme to replace its elderly lakers, opted to fit the systems to its newbuilds, which started to be delivered in 2013 with Algoma Equinox.

Like the Canadian ships, the industry is now seeing new ships coming into service with scrubbers incorporated in their designs. Interestingly, these ships are not restricted to trading with ECA areas,

but trade worldwide. Owners of vessels with high fuel consumption have been attracted to take up these systems. One such operator, Wallenius Wilhelmsen, began taking delivery of a fleet of new vehicle carriers in early 2015 that have scrubbers, starting with the British-flagged *Thermopylae*.

This was a continuation of a trend with globally trading vessels, which began with Italian operator Ignazio Messina fitting

scrubbers to their new container ro-ros, which started entering service during 2011. Besides allowing the ships to operate on cheaper fuel, the installation enables them to comply with emission regulations and provides the ships with greater operational flexibility. This also helps to future-proof the vessels for the possible global fuel specification, which could be introduced in 2020, where the sulphur content within the exhaust gas will have to be below 0.5 per cent, no matter where the ships are in the world.

This flexibility of operation has also encouraged cruise ship owners to consider scrubbers. In September 2013 Carnival Corporation announced they would be fitting ECO-EGC systems to 32 vessels in their fleet. This was increased to over 70 vessels in an announcement the following year after a pilot

installation was tested aboard Cunard's *Queen Victoria*. Other vessels in the fleet either to be fitted or already fitted include *Queen Elizabeth*, *Queen Mary 2* and *Carnival Vista*.

With further emission regulations on the horizon, more shipowners will opt to fit these systems. Scrubbers have come a long way since their introduction a decade ago. The most important development has been a reduction in their size. Some of the earlier installations are seen as unsightly, despite their being functional.

Meanwhile, the main suppliers are continuing to develop the systems to make them even more compact, and, more importantly for the shipowner, lighter. These may see future installations which are more discreet, and this will please both the shipowner and the shipspotter. **SM**

MARPOL Annex IV and ECAs

The MARPOL Annex IV Protocol originates from the UN Conference on the Human Environment, which was held in Stockholm in 1972. It had been recognised that shipping was a major contributor to air pollution, and by 1973 the specialised agency of the UN, the International Maritime Organization (IMO), known as Inter-Governmental Maritime Consultative Organization (IMCO) until 1982, implemented the International Convention for the Prevention of Pollution from Ships, which later became MARPOL 73/78. MARPOL is divided into seven Annexes, applying to various different pollutants.

MARPOL Annex VI came into force on 19 May 2005 and applies to the prevention of air pollution from ships. Ratified by 72 member states, it introduced requirements for the industry to regulate the air pollution emitted by ships. Under the scheme, various sea areas became Emission Control Areas (ECA). Within these regions, ships are forced to adhere to strict emission levels. In all cases

this included a reduction in Sulphur oxide. The Baltic Sea became the first region in May 2006, followed by the North Sea (which included the English Channel as far west as longitude five degrees, near Falmouth) in November 2007. An ECA, extending 200 miles offshore, was established in North America in 2012, with the United States Caribbean Sea ECA coming into effect in January 2014.

In January 2015 the sulphur limits of fuel were reduced from one per cent to 0.1 per cent within the ECAs. This forced ship owners to operate on more expensive fuel, which cost about \$450 per ton. Outside these ECAs, ships are currently able to operate on fuel with 3.5 per cent sulphur which, at current costs, is \$220 per ton. However, the IMO is currently reviewing the fuel used globally, and intends to apply a global cap of 0.5 per cent sulphur in fuels from 2020, although, if the council feels this is not feasible, this will be pushed back to 2025. In the meantime further ECAs are to be established.



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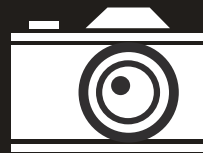
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Ships Pictorial



Have you an outstanding photo that would grace our gallery? Send your image to Ships Monthly for inclusion in these pages, which showcase the best in ship photography around the world.



▲ The Singapore-registered livestock carrier *Ganado Express* (2013/10,421grt/5,488grt, ex-Gelbray Express) arriving in Auckland from Panjang, Indonesia on 23 October 2015 for a six-hour stop to take on bunkers. She departed for Napier on 24 October to load livestock for South-East Asia. TREVOR COPPOCK/SEAPIXONLINE.COM



▲ The Austral-built Spearhead class Joint High Speed Vessel *USNS Chockaw County* departing Madeira on 15 October 2015 and heading into very rough seas. She has a flight deck for helicopter operations and a loading ramp that allows vehicles to drive quickly on and off. PAUL DALLOWAY



▲ Royal Caribbean International's cruise ship Rhapsody of the Seas, built in 1997 at Saint Nazaire, arriving at Valetta, Malta on 15 November 2015. The 78,878gt vessel is 279m overall and carries 2,435 passengers, with 765 crew. GAETANO SPITERI

▼ The 2010-built Seismographic Research Ship WG Tasman, operated by WesternGeco, arriving on the Tyne on 12 October 2015. She is an SX 124 design with the Ulstein X-bow, which gives good speed and enables operations in harsh conditions. KEN SHORT

► The oil products tanker Stena Sirita (77,410gt) departing Fawley on 2 August 2015. Registered in the Bahamas, the 1999-built 126,873dwt vessel is a regular caller at European ports and is part of the Stena Bulk fleet. ANDREW & DONNA COOKE





On 2 November 2015 the 2003-built Maersk container ship Olga Maersk faced strong head winds as she entered the harbour at Wellington, New Zealand. She is pictured coming through the entrance, with the pilot launch Tarakena tucked in under the port quarter, pacing the ship to ease the battering the sea was dealing to the smaller craft. V. H. YOUNG





The 1951 Greenock-built Clan Sutherland was sold to Chinese breakers in 1971, arriving at Hsinking (now Tianjin Xingang) on 10 November for that purpose, but instead resumed trading as Zhan Dou 3. Zhan Dou, meaning 'struggle', was a political name used during the 1966-76 Cultural Revolution. Several publications and websites incorrectly name the ship as Zhe Hai 3. She was broken up in the 1980s.

Classic shipping in Shanghai

Classic freighters photographed in Shanghai in 1979 by internationally renowned Swiss ship photographer Markus Berger, with text by Malcolm Cranfield, contrast markedly with the modern container ships in the next feature, which are these ships' 21st century successors.

In 1979 the renowned Swiss ship photographer Markus Berger was working as an AB on board the freighter *Caribia*, owned between 1967 and 1980 by Suisse-Outremer of Zurich. After a voyage in April-May 1979 from Hamburg to La Guaira, Venezuela, the ship proceeded to New Orleans and Baton Rouge (Port Allen) to load a cargo of cotton plus water drilling machines and pipes bound for Shanghai, which involved transiting the Panama Canal on 27 June.

The ship's berth at Shanghai was close to the mouth of the Huang Pu River, the last significant tributary of the Yangtze before it flows into the East China Sea. Far away upstream towards the Bund



ABOVE Zhe Hai 713 is the oldest ship featured here. Built by Taikoo Dockyard in Hong Kong in 1916 as Kepong for Straits Steamship Company, she had been sold to China in 1951, taking the name Hai Wai following a few days as Willbo under the Panama flag. In 1967 the ship was transferred to the Shanghai Maritime Bureau and renamed Ho Ping 10 ('Peace 10') for operation on the Shanghai to Ningbo passenger service until 1970, when it is reported that she was broken up. However, instead she was renamed Zhe Hai 713 and carried coal between Shanghai and Wuhan. In 1984, as a ferry named Nagasaki, she was used in the making of the film Qiu Jin.



ABOVE ABOVE Danish East Asiatic Company's Malaya, built at Naskov in 1947 and renamed Precious Jade in 1968 after sale to Jebshun Shipping of Hong Kong, was sold for breaking at Shanghai in March 1972. However, she continued trading as Ji Hai 3, as pictured, although by the end of 1980 she was operating as Zhe Hai 105, and she may have survived until the end of the 1980s.



ABOVE G. Heyn's Belfast-registered Torr Head, built by Austin & Pickersgill at Sunderland in 1961, had been sold in 1972 to the offshore Chinese company Nan Yang of Macao and renamed Shengli under the Somalia flag, managed by Ocean Tramping of Hong Kong. She had been transferred in 1974 to the China Ocean Shipping Company and renamed Yu Hong, registered at Lu Da, a suburb of Dalian. It is reported that, in 1999, she had been transferred to the Dalian Ocean Shipping Company, but was broken up soon thereafter.



ABOVE In 1963 Hain S.S. Co Ltd had sold the 1949 Doxford, Sunderland-built sisterships Treloske, Trelyon and Trellissick to the offshore Chinese company Chiao Mao Enterprises Ltd, managed by Yick Fung Shipping & Enterprises Co Ltd of Hong Kong. Treloske, renamed Yungfutary, was sadly wrecked in 1968. Trellissick, oddly given the name Kinross, was transferred in 1974 to China Ocean Shipping Company, Shanghai, but prior to 1979 became Zhe Hai 106 (top). Trelyon, renamed Yunglulaton, was also transferred to China Ocean Shipping Company in 1974 to become Hua Shan (lower). Remarkably, Markus was able to photograph both of these surviving ships.

could be seen some laid-up Ocean, Park and Fort type vessels, but unfortunately it was strictly forbidden to take any photographs in port. The master had been advised by the Chinese authorities on arrival to collect all cameras, but fortunately he did not comply.

As armed guards were always stationed on deck, it was very difficult to take photos, and consequently many nice steamers passed by without being photographed. However, when friends were able to distract the guards in conversation, Markus was able to take some pictures, including many through his cabin porthole window, which, as the air-conditioning had broken down, was left open.

The risks were high, and it was not unknown for some crew members to be expelled from China when caught



ABOVE Zhan Dou 33 was built in 1956 by Wärtsilä at Turku in Finland as Ragni, ostensibly for local owners, but in reality for China. The contract with the builders required delivery in China, where, on arrival, and safe from Taiwanese aggression, she was named Ho Ping 33. This and other similar vessels were registered to the builders and sailed to China under the Finnish flag with full Finnish crews. There was no secret about the arrangement, and it was well known that they were not built for Baltic trading. She was renamed Zhan Dou 33 in 1967 and deleted from Lloyd's register in 1992.



ABOVE Bank Line had in the early 1960s sold several of their Liberty ships to China. Their Edenbank, built at Baltimore in 1943 as Ross G. Marvin, delivered to the British Government as Samtroy and purchased by Bank Line in 1947, had been sold in 1960 to trade as Ho Ping 43 and then, from 1967, as Zhan Dou 43, as pictured. She was broken up in 1983.

ABOVE Zhan Dou 46 was a United States standard design ship, launched at Tacoma in 1920 as Paphos for the United States Shipping Board, but delivered as Rotarian and sold to Grace SS Co in 1923. Acquired by the British Government in 1940 and renamed Empire Elk, she was transferred to Norway's Nortraship operation in March 1942 to become Norvarg. After the War she was purchased by Wallem & Co, who transferred her to China in 1947. Trading as Nan Chiang until 1950, then as Northern Glow until 1958, she became part of the Chinese Government's fleet, named Ho Ping 46 (Ho Ping translates to peace). In 1967, following the Cultural Revolution, she was renamed Zhan Dou 46 and continued to trade as such until at least 1979. At some point she had been substantially modernised. A similar ship, Abercos, which became Empire Ptarmigan in 1941 and Norelg in 1942, was also purchased by Wallem in 1946 and became the Chinese Government-owned Chung Hsing 1 in 1955. It is thought that she was broken up in the 1960s.



photographing in port. Just a few years earlier, at the height of the Cultural Revolution, several ships' officers and crew had been maltreated in Chinese ports for their alleged transgression of local rules or, more seriously, for offending political sensitivities. Fortunately, today ships' crews and ship photographers face no such dangers.

So, as Markus risked so much to get them, these photographs are unique in portraying some classic British-, American- and European-built ships in the Far East. They traded in Chinese waters for many years, having been purchased by the Chinese Government, mostly directly from British and European companies, in some cases to be broken up, but went on to see service under new names. 

LEFT Zhan Dou 45, one of the Kolomna series of ships, was built in 1958 by Neptun Werft at Rostock in East Germany as Serov, ostensibly for the Soviet Union, but in reality for China, where, on arrival, she was named Ho Ping 45, being renamed Zhan Dou 45 in 1967. The ship's name reverted to He Ping 45 in 1985, and she was broken up a few years later. 'He Ping' also means 'peace', but using the modern Pinyin adopted after the Cultural Revolution.



ABOVE Bei Hai 5 was the former Salaga of Elder Dempster Lines, built at Hebburn in 1947 and renamed Mamfe in 1965. She had been sold to Chinese breakers in 1973 by a Singapore-based company, which had operated the ship from 1968 as Lucky Trader. Arriving at Hsinkang (now Xingang) on 12 March 1973 for breaking, she instead resumed service as the renamed Bei Hai 5.

BELOW Zhe Hai 108, built by Wm Gray at West Hartlepool, had a complex history. Originally ordered in 1945 by the British War Ministry, construction was delayed once the War ended. Launched on 29 October 1947 as Ermelino Matarazzo for Brazilian owners, who had a few months earlier taken delivery of sistership Francisco Matarazzo, the ship was sold while fitting out to the Persian owner Mohammed Nemazee and completed in April 1948 as Nowrooz, managed by Wallem & Co. However, on 18 January 1951, Suisse-Atlantique, Société de Navigation Maritime S.A. bought the steamer and gave her the name Lausanne. On 24 January 1955 Suisse-Atlantique S.A. transferred the ownership of the vessel to the Oceana Shipping AG of Chur, who renamed her Lucendro. Sold on 7 January 1956 to Polish Ocean Lines of Gdynia and renamed Pawel Finder, she was then operated by the Chinese-Polish joint venture company Chipolbrok. She was seriously damaged at Gdansk on 19 November 1965 after being rammed by the Greek ship Rion, the former Durham built in 1934, but was fortunately repaired. On 28 February 1970 the steamer arrived at Shanghai for the purpose of breaking but instead continued trading into the 1980s as Zhe Hai 108. It is understood that ships given Zhe Hai names were specifically used for the carriage of coal for the Zhoushan power plant near Ningbo.



ABOVE The story of how the 1922 Bremen-built Liebenfels came to be in Shanghai in 1979 was complex. The ship was set on fire and scuttled at Massawa, Italian Eritrea shortly before the port's capture by British forces on 8 April 1941. Salvaged by the Royal Navy, she was passed in 1942 to the Ministry of War Transport and was placed under the management of British India SN as Empire Nile. Purchased in 1946 by Bird & Company (F. W. Heiliger & Co Ltd) of London, she was soon transferred to their Calcutta-based Oceanic Navigation Co, but they resold the ship, which they had renamed Alipur, to China. In 1948 she became Dah Kiang, owned by the Dah Loh Navigation Company of Shanghai, but was transferred in 1951 to the Panama-based Great China Steamship & Industrial Company and, although renamed El Grande, then immediately passed to the Chinese Government as Ho Ping I. Renamed Sheng Li in 1967 and reported to have been scrapped in China in 1977, she in fact continued trading as Zhan Dou 75. Coincidentally, Oceanic had also purchased two other former Hansa ships. Markus could see on the ship's bow, through his binoculars, the welded and overpainted name Sheng Li.

The boxboat revolution continues ...

Andrew McAlpine reports on the latest container ships to enter service, as the last of Maersks Triple-Es is completed and maiden calls at Southampton's container terminal continue to be made.

When it comes to describing the container shipping scene at present one phrase sums it up: biggest is best. The trend of ever larger ships is continuing almost unabated, but now we have ever larger shipping alliances, and just over the horizon comes the prospect of even larger shipping companies.

Anyone that follows the container industry will be

aware that the size of ships continues to grow. Maersk began the current race for the largest ship by ordering the first 18,000TEU vessel in 2011, and other lines soon followed suit, realising that the bigger the ship the greater the economies of scale. In 2015 the title of world's largest containership was shared between three different classes: Maersk Line's

18,340TEU Triple Es, China Shipping Line's 18,982TEU *CSCL Globe* and Mediterranean Shipping Company's 19,224TEU *MSC Oscar*.

Officially, the MSC Oscar class are the world's largest container ships. However, many in the industry believe United Arab Shipping Company's (UASC) *Barzan* is the largest, as she has a nominal capacity of 19,870TEU, although UASC state her capacity as 18,800TEU.

To date all 18,000 to 20,000TEU container ships in service or on order are of the twin island design and share similar dimensions. Overall length is 395-400m, which allows a maximum of 24 bays of 40ft containers, although

there are differences in the configuration of bays. The vessels' breadth of about 59m, allows a maximum of 23 rows of containers on deck and 21 rows underdeck.

A total of 50 ships of between 13,800 and 19,800TEU were due to be delivered in 2015, and in 2016 a further 37 are due. In 2017 we will see even larger ships in size, as CMA-CGM, MOL and OOCL should all take delivery of the first ships with a declared capacity of 20,000TEU.

South Korea is the centre of container ship construction, and its four major shipbuilders, Hyundai, DSME, Samsung and STX, are all in the process of constructing the largest capacity vessels afloat today. South Korea is likely to remain the primary shipbuilding country in the medium term, although in 2015 both China and Japan constructed their largest container ships to date, and both countries will start construction of 20,000TEU ships in 2016, putting pressure on South Korean yards.

The big four

Four major alliances dominate the container trade. In order of size, they are: 2M, comprising Maersk Line and Mediterranean Shipping Co (MSC); Ocean 3, comprising CMA-CGM,

MSC Oscar in Felixstowe on her maiden call. She was built by DSME and, with a capacity of 19,224TEU, she and her sisters were officially the largest container ships in the world in 2015.





ABOVE Mathilde Maersk, seen arriving in Southampton, was the last of Maersk's Triple-E vessels. The world's premier container carrier has returned to DSME for a new generation of Triple-E vessels, and these are due for delivery from 2017.

operate ships bigger than 10,000TEU. The pace at which these new ships have come on the market, coupled with the economic downturn, has made it difficult for individual lines to fill them, so potential cost savings have not been achieved.

Being a member of an alliance is now the only way an individual line can operate on the big East-West trade lanes, as it allows enhanced service networks, and the lines can share terminals and negotiate better rates at the container terminals. Alliances and vessel-sharing agreements have always been an

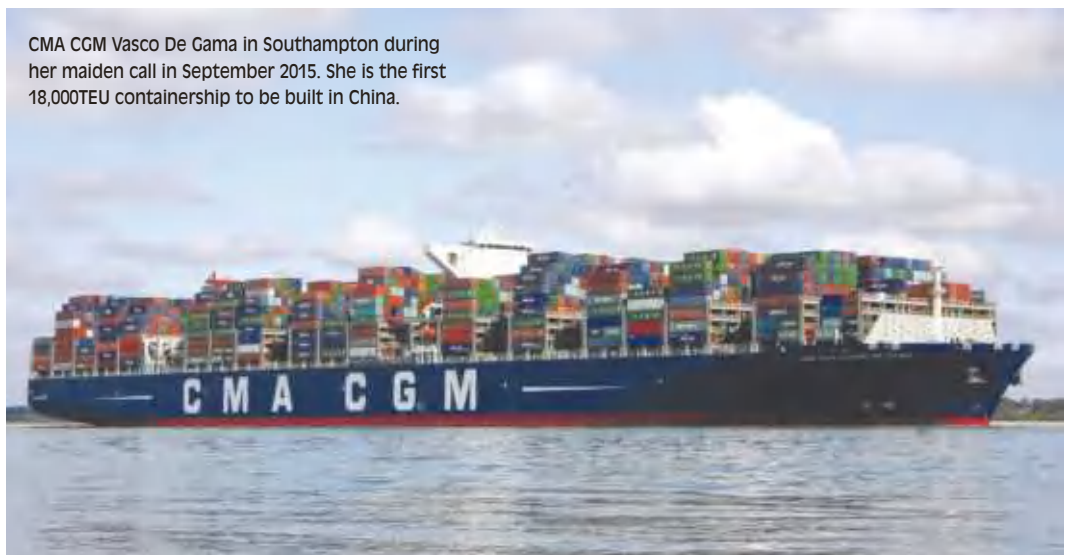


LEFT Barzan on sea trials. Although UASC state that her capacity is 18,800TEU, her nominal capacity is actually 19,870TEU, making her the world's largest box ship. She was joined by two more sisterships at the end of 2015.

China Shipping, United Arab Shipping Company (UASC); CKYHE, comprising COSCO, K-Line, Yang Ming, Hanjin and Evergreen; and G6, comprising Hapag-Lloyd, MOL, OOCL, APL, NYK Line, and Hyundai Merchant Marine

The four alliances are made up of 16 of the world's largest container lines, and all now

CMA CGM Vasco De Gama in Southampton during her maiden call in September 2015. She is the first 18,000TEU containership to be built in China.



MARKET SHARE

Asia-Europe trade (summer 2015) for each Alliance

2M	30 per cent
G6	24 per cent
CKYHE	23 per cent
OCEAN 3	18 per cent

CSCL Arctic Ocean has a declared capacity of 18,982TEU. For a brief period she and her sisterships were the largest boxboats in the world. Whether the CSCL name will be around for much longer depends on the outcome of a proposed merger with COSCO.



integral part of the industry and will certainly remain so for the foreseeable future.

More consolidation?

The container industry does not stand still for long. At the end of 2015, just as the four major alliances had settled with their new and revised service networks, the industry was again talking about possible mergers and buyouts that if carried out would affect all the four alliances, with the potential to shake up the industry.

In summer 2015 the owners of APL, Neptune Orient Lines, confirmed that they were putting the company up for sale. Maersk Line and CMA-CGM confirmed in November 2015 that they were both interested in buying APL and were in talks with NOL. If APL was sold to Maersk or CMA-CGM, this would most certainly affect the G6 alliance and possibly the other alliances as well.

In October 2015 China's two largest shipping companies were in advanced merger talks to combine both groups. It is widely thought that the Chinese government is behind the merger, as revenues of both companies have declined, and it makes sense financially.



ABOVE The 10,700TEU APL Southamptown heading up Southampton water on her maiden call in 2012. It is very likely that the APL name will disappear in 2016-2017.



ABOVE Millau Bridge at Felixstowe. She is the first of K Line's five 14,000TEU ships, which are the largest boxboats to be built in Japan. The shipyard that built them, Imabari, will deliver 20,200TEU ships to MOL in 2018.



ABOVE Seen in Rotterdam, the 14,000TEU Thalassa Axia is one of ten ships on charter from Eneset to Evergreen. They were one of the last carriers to operate ships of this size. In 2018 the line will receive the first of the 20,000TEU vessels that are currently under construction at Japan's Imabari shipyard.

The merger would create the world's fourth largest container line based on capacity, around 1.5 million TEU, with a market share of around eight per cent.

Such a merger would have a big effect on both Ocean Three and CKYHE. Based on deployment of vessels in the East-West container trades (Asia-Europe, transpacific and transatlantic), the Chinese lines contribute around a quarter of each alliance's fleet in terms of TEU. It is unlikely that the two alliances would be able to merge, as the combined market share would be around 40 per

cent, which is unlikely to be approved by regulators.

Both CKYHE and Ocean Three will be faced with a major void to fill were they to lose either COSCO or CSCL to the other carrier group, and may well look for another line to fill the gap. Recent speculation suggests that a major announcement will be made early in 2016, which could be another significant year for the industry. Orders will be placed for even larger capacity ships, major lines could disappear or merge, and this in turn will have an effect on the alliances.



ABOVE YM Wish, in Rotterdam, was the Taiwanese carrier's first 14,000TEU vessel. YM was one of the last companies to order ULCS, but is due to receive another six of the same class in 2016, all built at CSBC.



ABOVE Dali arriving at Southampton on her first call. With a capacity of 10,000TEU, she is in the mid-size neo-panamax range that many lines are now taking delivery of. These are seen as ideal for the North-South trades.

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	11	Imabari	20,000	2018-19
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(Based on deliveries from 2016 onwards)



USS Eldrod looking every inch a classic anti-submarine frigate. The Oliver Hazard Perry class ships were designed in the 1960s and have now left service with the American fleet but remain active in Turkey, Taiwan, Spain, Australia, Poland, Pakistan, Egypt and Bahrain.

The Oliver Hazard Perry class frigates have played an essential role as part of the US Navy's fleet since the mid-1970s, and only now, four decades since their introduction, are they finally being replaced, as Patrick Boniface explains.

Workhorse frigates

The Oliver Hazard Perry class frigates have been a significant component of the US Navy fleet since the mid-1970s, and only now, four decades later, are they being removed. Indeed, by the end of 2015 the Oliver Hazard Perry class frigates were no longer in frontline

service with the US Navy, although many continue to serve in a number of foreign fleets.

The Oliver Hazard Perry class were controversial from the start, but have gone on to prove their doubters wrong. Named after the American Commodore who was the hero of the Battle of Lake Erie, the Perrys, or FFG-7 class general purpose frigates,

were designed to be inexpensive enough to be bought in large numbers to replace World War II escorts and Knox class frigates of the 1960s. In total, 71 Perrys were constructed in the United States, Australia, Spain and Taiwan, with many decommissioned ships finding further use in the navies of Bahrain, Egypt, Poland,

Pakistan, Turkey and Pakistan.

The genesis of the FFG-7 class originated in the mid-1960s, when it became clear that large numbers of wartime tonnage and the relatively new Knox class would need to be replaced between 1975 and 1985. The design work was carried out by Bath Iron Works in Maine, under the supervision



ABOVE Aerial view of USS Steven W. Groves. Note the Mk.13 missile launcher forward of the bridge is missing and there is a cap in its place



ABOVE Designed as anti-submarine warfare frigates the Perrys, such as USS Aubrey Fitch, were fitted with torpedo tubes and dedicated ASW helicopters.



ABOVE USS Crommelin passing the USS Arizona memorial in Pearl Harbor. Note the lack of offensive weapons in this view of the ship, taken late in her career.

of naval architects Gibbs and Cox of New York. Cost and affordability were vital to the success of the programme and the team produced simple, clean, yet functional looking ships, with a limited but capable array of sensors and weapon systems.

The hull was 445ft (136m) long in 'short hull' configuration (Flight 1) and 8ft longer in later variants. The extra length allowed long-hulled ships to carry the larger SH-60 Seahawk anti-submarine helicopters. FFG8, FFG29, FFG32 and FFG33, built with shorter hulls, were lengthened to increase their usefulness to the fleet later in their careers.

The Oliver Hazard Perry class ships were fitted with gas turbine propulsion with special controls that allowed the bridge to control the ships' speed from a throttle control, a new innovation for US warships. In the 1970s it was commonplace to use aluminium in warship construction and, as with the contemporary British Type 21 frigates, the Perrys suffered severe structural cracks, including a massive 40ft fissure in USS *Duncan*, which needed several months of repairs.

The principal purpose of

the Perrys was to detect and attack enemy submarines and to escort aircraft carriers and amphibious warfare ships. For self-defence, they were fitted with a single Mk.13 missile launcher forward of the bridge, with Standard surface-to-air missiles and Harpoon anti-ship missiles. An Oto Melara 76mm rapid-firing gun was mounted roughly amidships on the superstructure roof.

The embarked pair of helicopters was the principal anti-submarine delivery system, capable of dropping torpedoes and mines, as well as sonar buoys to track submerged targets. Despite their relatively small size, the FFG-7 class was equipped with a state-of-the-art operations centre that processed information from all the systems, including the excellent Tactical Towed Array (TACTAS) system.

Around the world

FFG-7 class ships have served across the globe and a number of times have suffered serious attack. The frigate USS *Stark* was, on 17 May 1987, operating in the Persian Gulf when an Iraqi airplane fired two Exocet missiles at her. With virtually no warning, the missiles slammed into the side of the American frigate and killed 37 sailors. The frigate, through excellent battle damage operations, remained afloat and was later repaired and placed back into service.

On 14 April 1988 sistership USS *Samuel B. Roberts* was struck by an Iranian mine.



ABOVE Cutting a dash, USS Taylor was built by Bath Iron Works in 1984, and in 2015 was due to be transferred to Taiwan.



ABOVE USS Robert G. Bradley fires a BQM74 remote-controlled drone to serve as a target during anti-aircraft exercise UNITAS 45-04 in the South Atlantic. US NAVY



ABOVE USS Underwood was the first of the long-hulled versions of the class, which saw 8ft added to the overall length of the subsequent ships. US NAVY

No sailors were killed, but the damage almost saw the frigate being lost. Two frantic days of battling fires and flooding ultimately saved the ship and, like USS *Stark*, she too was returned to service after repairs.

By the turn of the 21st century many of the ships were showing their age, and a programme of conversions was put in place. Among the items changed were the original Detroit Diesel Company 16V149TI electrical generators, which were replaced with Caterpillar-made diesel generators. Most notable was the deletion in the mid-2000s of the frigates' Mk.13 single-arm missile launchers and magazines, because the primary missile, the Standard SM-1MR, was obsolete. This left the frigates without a primary layered air defence, but it was felt the risk was worth taking,

as the ships would rarely operate independently of other US Navy assets.

The Mk.13 deletion also robbed the Perrys of their ability to launch Harpoon anti-ship missiles, but this was addressed by having the Seahawk helicopters carry the, admittedly shorter range, Penguin and Hellfire anti-ship missiles. Some of the class also had remotely-operated 25mm Mk.38 Mod 2 Naval Gun Systems installed over the old Mk.13 launcher magazine and Block 1B Phalanx CIWS, Mk.53 DLS 'Nulka' missile decoy systems and RIM-116 Rolling Airframe missile launchers.

Oliver Hazard Perry class have been progressively replaced in service by Littoral Combat Ships, and all will have left service by the end of 2015. Many of these ships are expected to see further service in foreign navies. **SW**



ABOVE The sailors of USS Sides 'man the rails' as she passes under The Golden Gate Bridge and into San Francisco, 6 October 2002. US NAVY

In April 2002 USS Samuel B. Roberts visited Souda Bay in Crete while operating in support of Operation Active Endeavour. US NAVY



Oliver Hazard Perry frigates in foreign service

HMAS Sydney on a rare visit to Portsmouth by an Oliver Hazard Perry.

PATRICK BONIFACE



Australia

As well as being a US Navy workhorse, the FFG-7 attracted many foreign buyers. One of the first nations to buy the design was Australia. The Royal Australian Navy had originally intended to pursue a design called the Australian light destroyer project, but when this was cancelled in 1973 attention turned to foreign designs, notably a lighter version of the British Type 42 or the American Perry class, and it was decided to purchase from the United States.

Australia operated six Oliver Hazard Perry class ships: HMAS Adelaide, HMAS Canberra, HMAS Darwin, HMAS Melbourne (ex HMAS Torrens) HMAS Sydney and HMAS Newcastle. Unlike on their American counterparts, the Mk.13 launcher on these ships was replaced by the more capable SM-2 Standard missile. The refit programme cost the Australian taxpayers A\$1.46 billion, but even after the expense the Australian Perrys will be phased out of service by 2017 upon acceptance of the new Hobart class air warfare destroyers.

Turkey

The Turkish Navy acquired eight frigates between 2007 and 2011: USS Clifton Sprague, renamed TCG Gaziantep; USS Antrim, renamed TCG Giresun; USS Flatley, renamed TCG Gemlik; USS Reid, renamed TCG Gelibolu; USS Mahlon S. Tisdale became TCG Gökçeada; USS John A. Moore renamed TCG Gediz; USS Samuel Eliot Morison became TCG Gökova; and USS Estocin became TCG Göksu.

The Turkish Navy have upgraded their G class frigates with new electronics and the installation of the GENESIS (Gemi Entegre Savas Idare Sistemi) combat management system.

Further planned modernisation of includes the installation of a single 8-cell vertical launcher for the Evolved Sea Sparrow missiles in place of the Mk.13 launcher. Other enhancements include modern 3D and X band radars.

Spain

The Spanish Navy also took the basic American Perry class design and produced them in Spain as the Santa Maria class. Six ships were built: SPS Santa Maria, SPS Victoria, SPS Numancia, SPS Reina Sofia, SPS Navarra and SPS Canarias. They were built in two batches, with SPS Navarra and SPS Canarias benefiting from improved combat data systems, enhanced sonars and a Meroka Close in Weapon system in place of the American Phalanx system. Interestingly, the Spanish ships are slightly beamier than their US

counterparts, allowing for greater potential for future upgrades.

Egypt

Before the downfall of President Mubarak, the Egyptian Government purchased USS Copeland, USS Fahrion, USS Gallery and USS Lewis B. Puller, all of which were transferred to the Egyptian flag by 1998. The ships took the names Mubarak, Sharm El-Sheik, Taba and Tushka respectively. Following the downfall of Mubarak, the ship that bore his name was renamed Alexandria. All four ships are currently active in the fleet.

Pakistan

USS McInerney was transferred to the Government of Pakistan in August 2010 and was renamed PNS Alamgir following a seven-month overhaul at BAE Southeast shipyard in the USA.

Poland

The Polish Navy acquired two Perry class frigates from the United States, USS Clark becoming ORP General Kazimierz Pulaski, and the former USS Wadsworth taking the name ORP General Tadeusz Kosciuszko.

Taiwan

The Taiwanese Government took the basic design of the FFG-7 frigates and enhanced it, producing their indigenous Cheng Kung class frigates. The ships were all built by China Shipbuilding Corporation at Kaohsiung. The US Government's

refusal to sell the Harpoon anti-ship missile to the Taiwanese meant that the ships were given a different weapons fit. The original weapons fit included the Hsiung Feng II ship-to-ship missile, later upgraded to the Mk.III version. In all, eight ships of this class were built in the mid-1990s.

Bahrain

USS Jack Williams was decommissioned from US service on 13 September 1996 and transferred to the Bahraini Navy on the same day, becoming RBNS Sabha.

Thailand and Mexico

With the rapid rate of decommissioning from US Navy service, many are being actively marketed for foreign sale. USS Rentz and USS Vandegrift have been allocated to the Royal Thai Navy, while others are expected to be offered for sale to Mexico.

Spanish frigate SPS Santa Maria.
US NAVY



The Turkish frigate TCG Gelibolu. © US NAVY



A strange bird

Steven Duff recalls the career of Kalakala, a unique ferry that operated in America's Pacific North-West until her demise in February 2015.

The ferry *Kalakala* was an immediate attention-grabber and became, despite (or maybe because of) her bizarre appearance, a beloved icon on the waters of Puget Sound, an extensive and convoluted north-facing estuary in the state of Washington hard by the Canadian border. *Kalakala* (emphasis on second syllable) means 'flying bird' in Chinook, the aboriginal language of America's Pacific North-west.

The ship was not always named *Kalakala*, nor was she always odd-looking. She started her career on San Francisco Bay before it was crossed by the great Oakland Bay bridge, and was named *Peralta* in honour of one of the early Spanish founding families in the area. Her owner was the Key System, a comprehensive public transportation concern that ran ferries across the Bay to connect with the company's electric commuter trains that served the suburbs and outlying areas east of Oakland. *Peralta*, as built, was quite an imposing

vessel. She was double-ended, only carried passengers, and was propelled by a steam turbo-electric power plant. The electrical component of her powerplant enabled control directly from the bridge and, in all respects, she was state-of-the-art.

She was launched amid much fanfare and great expectations in April 1926, but her reputation was sullied even before her second birthday. By a freak combination of circumstances that were never satisfactorily explained, her forward end shipped a vast

quantity of water that surged aft into the open-ended superstructure during a routine passage from San Francisco to Oakland. Five passengers were lost in the mishap.

But worse, far worse, was to follow. On the evening of 6 May 1933 *Peralta* was at her berth at the Oakland Terminal, her boilers shut down for the night. The adjacent train sheds were wooden and, some time after 2100, a fire started there and soon spread to *Peralta*. In the inferno, 14 electric rail coaches were destroyed, along with *Peralta's* supposedly fire-

Peralta, later to become *Kalakala*, in her original configuration for service on San Francisco Bay. After her renovation, you would hardly know she was the same ship.

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proof superstructure, which collapsed from the intense heat.

The insurance people wasted no time in writing off *Peralta* and sending her to the junkyard. However, the ship had a saviour in Seattle's Captain Alexander Peabody. Peabody was the president of the Puget Sound Navigation Co, the operator of a ferry network on Puget Sound, a body of water similar in geography and culture to the Firth of Clyde.

His company operated a varied assortment of elderly vessels and, in the hulk of *Peralta*, Captain Peabody



Kalakala cruises among the San Juan Islands near the Canadian border. ALL PHOTOS ARE COURTESY OF STEVE RODRIGUES

An aerial view of Kalakala on a sailing between Seattle and Bremerton, Washington, USA.



ABOVE Two young women pose with a model of Kalakala just prior to her debut on Puget Sound.



ABOVE Towed by the tug Creole, the fire-scorched remains of Peralta start the long journey from Oakland, California to Seattle for her epic makeover.



saw a unique opportunity. He purchased the fire-gutted wreck of *Peralta* and had it towed to Lake Washington, a lock-accessed inland lake in the northerly suburbs of Seattle, and secured, in a fitting-out berth at the Lake Washington Shipyard for a total renovation, which took two years.

Off came the remains of the superstructure and, from the bowels of the hull, came ruined machinery and assorted other debris. The main deck had a considerable overhang along the sides and around the ends, giving a total beam of 68ft on a length of 276ft, so 12ft 6in was trimmed off either side, reducing the total beam to 55ft. After the requisite sand-blasting, cleaning and painting, a giant ten-cylinder 3,000hp

Busch-Sulzer diesel engine was lowered into the hull.

Just one engine was fitted, as the 'new' ship would operate as a single-ender. As she was to serve the long and busy passage between Seattle on the eastern shore of Puget Sound and Bremerton, to the west and the site of a major US Navy base, speed was considered of the essence. She was to carry also cars, and accordingly a new superstructure was designed with sufficient overhead space for motor traffic.

And it was this superstructure that made the ship so famous. The first elements of streamlining were just entering the world of industrial design. The initial attempts were being seen in cars and trains, and this led Captain Peabody to decide

that his new vessel, soon to be renamed *Kalakala*, should also be streamlined in the spirit of the age, and perhaps make a statement against the pessimism of the Great Depression.

What took shape was beyond the wildest imaginings of the travelling public and likely to the horror of shiplovers. The end result was popularly described as an inverted bathtub on a raft, or a giant industrial water beetle. Later *Kalakala* would be thought of as an oceangoing Buck Rogers or Flash Gordon spacecraft.

However, after *Kalakala* reentered service in July 1935 and the initial shock had worn off, residents of the Puget Sound area began to take *Kalakala* to their hearts. By most standards, she was hideous,

Kalakala returns to Puget Sound after her long spell in Alaska. It was thought better days were coming, but it did not work out.



but her interior certainly earned her much credit. There was not the elegant varnished woodwork of her days as *Peralta*, but art deco was still very much in vogue, and so the seats were comfortable yet curvaceous, and the interior colours were a combination of eggshell blue and green, tan, and various shades of brown. The brass railings around stairwells and companionways were likewise art deco, and there were other amenities seldom seen on ferries, such as a pub on the lower deck and shower facilities for ‘dockyard mateys’ homeward bound from the naval shipyard at Bremerton.

Naming tradition

In a sense, *Kalakala* began a tradition that persists to this day. William O. Thorniley, an executive with the Puget Sound Navigation Co, suggested her new name as a tribute to the indigenous people of the area, and all vessels since, in the ferry fleet of the Washington State Department of Transportation, have been so treated. Thus we have evocative names such as



ABOVE A souvenir ticket for a special voyage to Victoria, British Columbia, in honour of the Royal visit to Canada in 1939. Then, as now, Americans loved the Monarchy.



ABOVE Kalakala's distinctive Art Deco interior.



ABOVE Kalakala's well-appointed art-deco bar.



ABOVE Kalakala leaving Seattle Harbour. Seattle's citizens could have been excused for mistaking Kalakala for an alien spaceship.

Chetzemoka, *Walla Walla* and *Issaquah*, a refreshing contrast to the likes of *Clipper This* or *Spirit of That*.

Kalakala soon established herself in the affections of the travelling public and, in the summer months, ran moonlight excursions in addition to her ‘day job’ on the Bremerton route. She also established herself in the affections of both her owners and their accountants, as her revenues grew and helped to write off some company debts.

Because she now operated as a single-ender (docking by the bow at Bremerton and stern-first in Seattle), her turnaround times were relatively long, but she made up for it with a service speed of 18 knots and a capacity of 110 cars and 2000 passengers, considerably larger than what had previously been available.

However, she also had her share of drawbacks. She was the inverse of form following function, and more attention had been paid to her streamlining

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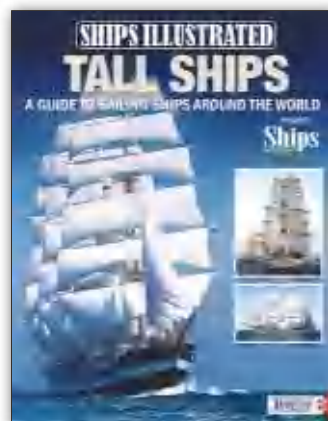
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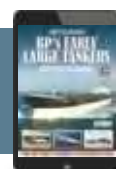
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ABOVE Kalakala lives on in this splendid mural on a wall in Port Angeles, Washington. STEVEN DUFF

than to practicalities. Helmsmen were not fond of drawing duty aboard *Kalakala*; her streamlined 'nose' interrupted the view of the bow from the wheelhouse, so there was much guesswork when berthing. The wheelhouse itself was like a small pod, with round windows, which may have looked sexy, but were anathema to decent visibility.

And, speaking of visibility, *Kalakala*'s overall aluminium finish made her invisible in fog. Late in her career, the visibility issue was somewhat mitigated with the addition of green paint along her main deck bulwark level, by then a standard feature of the entire fleet, but in such a busy area *Kalakala* gave many a ship's officer grey hair.

Conversely, after 1946, *Kalakala* could see other ships very well, as she was installed with the first commercial radar unit in an American ship, and was issued licence No.001 by the Federal Communications Commission.

Another problem was the monstrous Busch-Sulzer engine which, while dependable, produced such vibration that *Kalakala*'s aftquarters were

not a pleasant place to be. The engine bed alone was over 100ft long, slightly more than a third of the vessel's length, so there must have been much buzzing and rattling when she was under way.

In 1951 the Puget Sound Navigation Co was acquired by the State of Washington, which still operates the Puget Sound ferries. To mark the event, *Kalakala* hosted a reception, which was also a celebration of Capt. Peabody's retirement.

Kalakala seldom varied from her Seattle-Bremerton route. She did operate between Seattle and Victoria, BC in the summers of 1945-46, and, in the following two summers, between Victoria and Port Angeles, Washington, where she lives on in a beautiful mural near the harbour. In the summers of 1955 to 1959 she sailed once again on the Port Angeles-Victoria run.

Although she still looked like something from the future, *Kalakala* was now being

overtaken by the bloated styling of the North American car, and by the mid-1960s there was so little room left between cars that passengers had to squeeze their way in and out, which for some was a particular challenge.

So, by 1967, *Kalakala* had been retired to the Washington State Ferries' repair facility at Eagle Harbour, just across Puget Sound from Seattle. However, salvation of a sort came a year later, when she was sold to an Alaskan seafood company and towed to Ouzinkie to start a second career as the world's first and only streamlined crab cannery. Later she made her way to Kodiak, this time for packaging shrimp. In this service she was beached and became more of a building than a ship, with cement floors and drywall partitions added.

However, she was not forgotten by Seattle artist Peter Bevis, who organised sufficient fund-raising to return *Kalakala* to her natural habitat on Puget Sound, and 30 years after her departure she was home, albeit with an uncertain future. Ship restoration is an enormously costly business, and, for vessels of this size and type, has had only variable success. In Canada, Keewatin has been returned to service after 44 years of preserved exile. But she had not been mistreated or abused in any way, whereas the interior of *Kalakala* had been torn apart to accommodate seafood-packing machinery.

Six years elapsed while the poor ship changed hands and was shunted from berth to berth, her owners unable to cover moorage fees, let alone any

restoration. There was, however, a flicker of hope when *Kalakala* was purchased by a businessman from Tacoma, at the southern end of Puget Sound.

Restoration work was scheduled to get under way in 2010, but *Kalakala* had deteriorated so badly that she was shipping water and developing a dangerous list. Additionally, the State of Washington passed a law concerning removal of derelict vessels, and *Kalakala* qualified as such. Faced with such a challenge, her owner called it a day and offered *Kalakala* for sale at the nominal price of one dollar, provided the buyer made a commitment to fully refit her. But there were no takers, and what followed was a legal nightmare beyond the scope of this article.

A Coast Guard survey revealed *Kalakala* to be in such terrible shape that just trying to move the ship would be risky, so the best option was to break her up for scrap. And so in January 2015 *Kalakala* was (very gingerly) towed to a Tacoma dry-dock for scrapping, which was completed by the end of February. The windows, wheelhouse, rudder and a few other artefacts were salvaged as souvenirs.

There was, as one might predict, widespread regret at *Kalakala*'s final demise. Perhaps her final owner said it best: 'The dream died long ago, when the state did not sell her to someone who could preserve her.'

• The writer wishes to express thanks to Astrid Drew, Steamship Historical Society of America, and Steve Rodrigues of Tacoma, Washington, USA, for their kind assistance in the preparation of this story.



LEFT The once-proud *Kalakala* in her final days at Tacoma, Washington.

Erkki Riimala's painting of the former Finland-UK liner Arcturus as she appeared after World War II. At this time the ship no longer served the UK. COURTESY OF THE SHIP HISTORICAL SOCIETY OF FINLAND



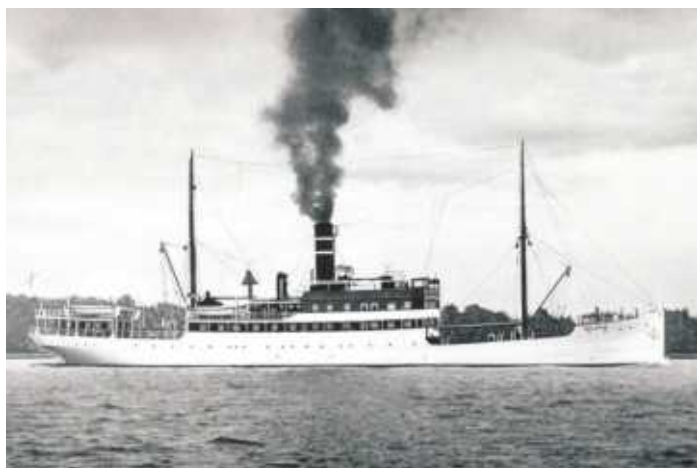
Crossing to Finland

Finland was the first Nordic Country to lose a direct passenger liner link to the United Kingdom. Nevertheless, the route persisted for almost a century and was an important lifeline for Finland.

Initially the service was operated by Finnish ships, but Soviet liners were the only way to cross after World War II, as Kalle Id explains.

Astraea as she appeared after World War I, now flying the flag of independent Finland instead of the Russian tricolor, as depicted in a painting by Erkki Riimala. COURTESY OF THE SHIP HISTORICAL SOCIETY OF FINLAND





ABOVE The second Polaris was originally Preussen of FÅA's partners on the Finland-Germany run, Rud Christ Gribel. COURTESY OF SHIP HISTORICAL SOCIETY OF FINLAND



ABOVE Nord I of the short-lived Nord company, probably photographed while still under construction. COURTESY OF THE SHIP HISTORICAL SOCIETY OF FINLAND

Providing a direct steamship link from Finland to the United Kingdom was the original reason for the establishment of the Finska Ångfartygs Aktiebolag (FÅA for short, also known as Finland Steamship Company and Finland Line in English) in the 1880s. Initially,

the company operated only freighters, but in 1891 FÅA secured the state concession for operating all-year-round cargo and passenger services between Hanko, at the southernmost tip of Finland, and Hull, via Copenhagen. The route was extended to Helsinki outside the winter season.

At this time, Hanko was the only Finnish port kept open with icebreakers during the winters. A pair of ships, specially reinforced for navigation through winter ice, *Urania* and *Astraea* (1,100grt, 252 passengers), were delivered in 1891. In addition to passengers, the ships carried Finnish agricultural and forestry products, notably butter, to the UK. The Finnish state supported the line by providing a low-interest loan that FÅA did not have to pay back if they maintained the all-year-round service for at least ten years. And FÅA passed the requirements with flying colours.

A large number of Finns were eager to emigrate to North America, particularly after Finland's position as an

autonomous part of the Russian Empire came under threat in the late 1800s. FÅA's passenger services benefited, and in 1899 a pair of larger liners, *Arcturus* and *Polaris* (2,000grt, 262 passengers), were delivered. These were built at an opportune moment, as in the same year Tsar Nicholas II approved the February Manifesto, which radically curtailed Finnish autonomy.

The growth of FÅA's Finland-UK service was cut short in 1903, when the new Nord company managed to secure the state concession for the route, constructing three 1,400grt and 190-passenger liners, *Nord I*, *Nord II* and *Nord III*. The ships proved to be poorly designed, and when FÅA declined to yield the route to Nord, the latter sold their operations to FÅA in 1904. FÅA immediately resold the Nord trio of ships, finding them to be poorly suited for their needs.

In 1908 FÅA took delivery of the largest Finnish-registered ship to date: the 3,500grt and 739-passenger *Titania*. Reportedly there were proposals for a Finland-USA service with *Titania*, but this never came to fruition, perhaps because FÅA also functioned as the Finnish and Russian agents for transatlantic shipping lines such as Cunard and Canadian Pacific, and good relationships would have been threatened if FÅA had started its own transatlantic service.

Tragedy struck in 1913, when *Urania* collided with a Norwegian freighter in the Kattegat, fortunately without loss of life. As a replacement,



ABOVE As built, *Urania* (pictured) and *Astraea* had black hulls. FÅA changed the hull colour of their passenger liners to white in the early years of the 20th century. COURTESY OF THE SHIP HISTORICAL SOCIETY OF FINLAND

FÅA purchased the 1897-built French liner *Russie* (1,900grt, 600 passengers), which inherited the name *Urania*. Although Finland saw little fighting during World War I, FÅA's Finland-UK fleet suffered notable losses: *Urania* was taken over by the Russian navy and sunk in 1915; *Titania* became a British auxiliary cruiser and was torpedoed in 1918; and *Polaris* remained in Soviet Russia after the October Revolution, never to return to Finland. So the Finland-UK service was reinstated after the war using the surviving *Astraea* and *Arcturus*, supplemented by the 1914-built Finland-Germany liner *Ariadne* (2,900grt, 236 passengers) during the winters of 1919-21.

Although the number of migrants carried on the Finland-UK line dropped radically after World War I – both because the Russian source market dried



ABOVE A 1920s FÅA poster for cruises to Finland, featuring the Finland-UK liner *Oberon* in the foreground.



ABOVE Erkki Riimala's painting of the 1908-built *Titania*, which was the largest ship to sail under the Finnish flag until the delivery of the Silja Line ferry *Skandia* in 1961. COURTESY OF THE SHIP HISTORICAL SOCIETY OF FINLAND

up and because of immigrant restrictions in the United States – FÅA were keen to order a new ship. And in 1925 a new *Oberon* (3,000grt, 336 passengers) became the first FÅA passenger newbuilding not built at a British yard. Built in France, *Oberon* had Art Deco-style interiors, making her one of the first ships to be decorated in the style often associated with grand transatlantic liners of the interwar period.

A new player appeared in the Northern European liner scene in the late 1920s, when the Soviet Union reinstated passenger services abroad. Five Aleksey Rykov class motor liners (all 3,800grt and 300 passengers) were placed on a service linking Leningrad to London, and these ships probably called at least occasionally at Helsinki en route. If the ships did call at Helsinki, they presented a challenge for FÅA, who had enjoyed a monopoly in Finland-UK services since 1891, apart from the short Nord interlude.

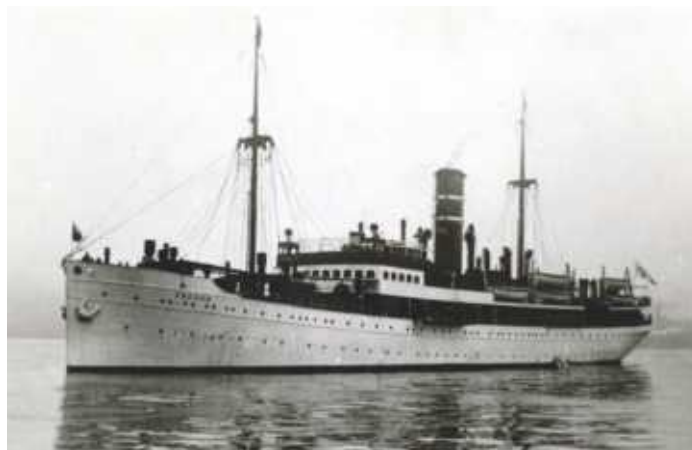
In 1930 things took a turn for the worse on FÅA's link to the UK. The long-serving *Astraea* had been sold in the spring, and in December *Arcturus* and *Oberon* collided in thick fog. *Arcturus* remained afloat, but *Oberon* sank with the loss of 42 lives, including those of her captain, his wife and their young daughter.

With only *Arcturus* remaining on the route, the Finland-Germany liners *Wellamo* (1927/1,900grt and 177 passengers) and *Ilmatar* (1929/2,400grt and 150 passengers) were used to provide occasional Finland-UK sailings. Only in 1933 was a replacement for *Oberon* acquired in the form of Rud Christ Gribel's 1912-built *Preussen*, which became FÅA's second *Polaris* (1,600grt, 78 passengers). Unlike previous Finland-UK liners, *Polaris* sailed to London instead of Hull.

FÅA began to reinvest in the Finland-UK services only

RIGHT *Astrea* of 1941 was built for the Finland-UK run, but before the end of World War II was sold to Det Bergenske Dampskibsselskab (Bergen Line) for use on the Bergen-Newcastle route.

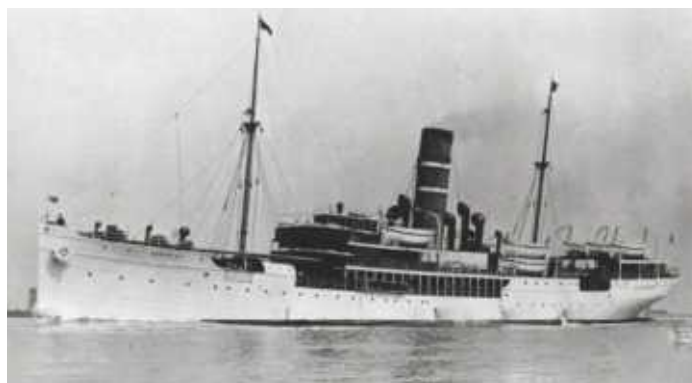
COURTESY OF RAMI WIRANKOSKI



ABOVE The 1925-built *Oberon* was one of the first passenger liners to be decorated in Art Deco style. COURTESY OF RAMI WIRANKOSKI



ABOVE *Wellamo* of 1927 was built for the Finland-Germany run, but sailed on the Finland-UK run after the loss of *Oberon* in 1930.



ABOVE The second *Urania* was acquired from France in 1913, after the first *Urania* had been lost in a collision. She was requisitioned by the Russian Navy in 1915 and lost the same year. COURTESY OF THE SHIP HISTORICAL SOCIETY OF FINLAND



The VEB Mathias Thesen Werft in East Germany built 20 Mikhail Kalinin class liners for the Soviet Union between 1958 and 1964. Three of these – Mikhail Kalinin, *Estoniya* (pictured) and *Nadezhda Krupskaya* – were used on the route from Leningrad to London.

COURTESY OF RAMI WIRANKOSKI



in the late 1930s. *Aallotar*, a handsome Danish-built 2,900grt and 181-passenger liner, entered service between Helsinki and Hull in 1937. Before the outbreak of World War II, FÅA ordered an additional liner for the UK service: the second *Astrea*, a 3,300grt and 80-passenger motor liner for the Turku shipyard for delivery in 1940.

She was slated for a Turku-Copenhagen-Hull service, as the Finnish authorities had moved the export terminal of butter from Hanko to Turku in 1937. *Astrea* never saw service with FÅA, and during the war she was sold to Det Bergenske Dampskibsselskab (Bergen Line) via a Swedish intermediary and entered service in 1945 on the Bergen-Newcastle route.

At the end of the Continuation War (1941-44), the Soviet Union demanded heavy war reparations from Finland, which included FÅA's prime passenger vessels *Aallotar*, *Polaris* and *Ilmatar*. All sailed to Leningrad for a new career under the hammer and sickle. In the post-war era FÅA concentrated on the Finland-Sweden and Finland-Denmark routes, with the UK service abandoned. Thus 1939 was the last time Finnish



passenger liners sailed to the UK. But cargo services to the UK were operated by F&A until 1990, when the Finland-UK freight link was taken over by Finnliness, who still maintain a service to Britain.

Passenger services from Finland to the UK continued, however, with familiar ships: the Soviet Baltic Steamship Company (BSC) reinstated a Leningrad-London passenger service using *Beloostrov* and *Sestoretzsk* (ex-*Aallotar* and *Polaris* respectively). The ships made intermediate calls at Helsinki, Stockholm and Copenhagen, with other ports added and removed over time.

In 1957 the former Finnish ships were replaced by *Baltika* (7,500grt and 450 passengers),

delivered from a Dutch shipyard in 1939 as *Vyacheslav Molotov*. The ship had been planned for the Leningrad-London line, but the war put a stop to these plans.

Between 1958 and 1963 three new Mikhail Kalinin class liners joined *Baltika* on the route. They were *Mikhail Kalinin*, *Estoniya* and *Nadezhda Krupskaya* (all 4,800grt and 333 passengers). With the arrival of these three, the route was extended to Le Havre.

From 1965 it was possible to travel from Finland to the UK with even larger ships, when a Leningrad-Montréal service was opened using the new *Ivan Franko* (19,900grt and 750 passengers); the following year *Ivan Franko* was replaced by



ABOVE *Baltika* (ex-*Vyacheslav Molotov*) was the main ship on the Leningrad-London line from 1957 until the route was closed. COURTESY OF RAMI WIRRAKOSKI



ABOVE *Aallotar* was the last new ship built for F&A's Finland-UK run. After World War II, she sailed on the USSR-UK service as the Soviet *Beloostrov*. COURTESY OF RAMI WIRRAKOSKI

her younger sister, *Alexandr Pushkin*. Initially, this service included intermediate calls at both Helsinki and London.

In the 1970s the Leningrad-London services declined. By 1971 the service was operated only seasonally; in 1972 the intermediate calls in Helsinki ceased on the Leningrad-Montréal line. Airliners were taking an ever larger share of the passenger trade, while at the same time the Soviets realised more money could be made by chartering their ships for cruising rather than by maintaining

passenger liner services. *Mikhail Kalinin* and *Estoniya* were converted to cruising, while *Nadezhda Krupskaya* passed to the Soviet Navy in 1975, leaving only the aged *Baltika* to maintain the service.

The exact year when the Leningrad-London services ceased is difficult to pinpoint. Some sources claim the route was closed in 1977, while others believe it continued until 1986. What is certain is that *Baltika* was the last passenger liner offering a service between Finland and the UK. 

ships mail



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be sent to other publications. The editor reserves the right to edit material. Kelsey Publishing reserves the right to reuse any submission sent in any format.

Letter of the month

Beer by sea memories

In the article Beer by Sea (SM, Dec 2015) the photograph of The Lady Patricia shows her on the berth directly outside City Quay Church, Dublin. It was possibly taken on a Sunday, as no cargo is being worked, and the cars most likely belong to parishioners attending Mass.

Across the Liffey is the Custom House with, nearest camera, The Lady Gwendolen, and ahead of her The Lady Grania. The Brewery is some miles west and, until 1961, the beer arrived by barges. These were subject to the tides and were painted blue and cream, like the bigger ships. Their funnels were hinged, and we children were spun a yarn by our parents about what a great job it was to be a 'tipper up' on the barges as they passed under the Liffey Bridges. Big Clydesdale horses moved the product,



ABOVE The Lady Patricia alongside Guinness' St James Gate Brewery in Dublin, with removable tanks in the foreground. ARTHUR GUINNESS AND CO LTD

and later a fleet of lorries did.

The barges, built and registered in Dublin, were steamers of 80ft in length and 81grt. Both barges and 'cross-Channel' ships were manned and managed locally. Only Miranda Guinness and The Lady Patricia were Irish-flagged and Dublin-registered in their final few years, when management had been passed to Irish Marine Services.

Today, the river is empty of shipping, and bridges have been built to the east. Any Guinness passing down the quays to the container and ro-ro berths does so anonymously. It must be sizeable, as the London Brewery is gone and Britain is supplied from Dublin. It seems to me to taste as nice on either side of the Irish Sea.

Terry Conlan, Skerries, Co Dublin

Finnmarken ruined

I have only one word for the what has been done to the classic ship Finnmarken – ridiculous! The roof that has been placed on the top of the vessel looks like pure amateurism. It covers the most beautiful parts of the ship, and also the funnel is no longer fully visible. And the way the roof has been finished makes it look like it was placed there without a thought. The lifeboats on the ground beneath the vessel seem to me to be another poor solution and I do not like it at all.

Frans Truyens
Antwerp

Missing cruise ports

The owners of the gigantic cruise liners which are regularly featured in your excellent publication appear to have overlooked one thing, if my recent experience is anything to go by. I booked a trip on Holland America Line's Nieuw Amsterdam with an itinerary to visit eight Mediterranean ports.

Unfortunately, the weather turned out to be rather inclement and, as

a result, we were unable to dock at three of them due to the size of the vessel. This meant that we had to 'lose' time we would have spent in port as, according to the ship's captain, no alternatives were available. Experiences such as this on these enormous vessels, which they are being delivered in greater numbers, which wallow in the sea, miss ports, and have to wait for weather improvements, might be somewhat off-putting for prospective travellers. I speak as a former sea-going engineer who happily never missed a port.

Reg Nicholl (ex-P&O)
Rainham, Essex

More on Venus

Regarding the query by R. Polwarth from Newcastle-upon-Tyne (SM, Oct 2015) about the two-funnelled Venus captured by the Germans during World War II, I can confirm that Venus was indeed captured by the Germans.

According to 'The World's Merchant Fleets 1939: The Particulars and Wartime Fates of 6,000 Ships' by

Roger Jordan (published by Chatham Publishing 2006), the passenger vessel Venus was owned by Bergenske Dampskibsselskab, was built in 1931 as a twin-screw motor vessel, and could carry 185 passengers, 78 first class and the rest second class. The vessel had a top speed of 19.5 knots and an overall length of 420ft 6in.

Jordan states that Venus was seized by the Germans on 16 March 1941 and commissioned into the Kriegsmarine on 8 May 1941 as a U-boat target ship. On 15 April 1945 Venus was bombed and sunk at Hamburg. She was raised,

repaired and returned in 1945 and reentered service on 3 May 1948.

Bruce MacRae
Barmyree, Australia

Elder Dempster

Andrew Myers was seeking information about Elder Dempster (SM, Nov 2015). I suggest he has a look at the book The Elder Dempster Fleet History 1852-1985 (1986) by James E. Cowden and John O. C. Duffy, published by Mallett Bell, Norwich, which provides a complete history of the 1948-built Accra. Somewhere along the line I met up with one Rob Myers, who was serving as Third Officer with Elder Dempster in the 1950s.

James Cowden
Lower Heswall, Wirral

Regarding the query about the ship Accra, I have some pictures of her and other Elder Dempster ships I have visited in Rotterdam for customs clearance at the end of the 1960s. I also have a gravy boat and six napkin rings, all in sterling silver, from Elder Dempster.

Roel Knigge
The Netherlands

Incat fast ferries

Russell Plummer described the careers of the three Incat fast ferries (SM, Nov 2015) which have won the Hales Trophy for the fastest Atlantic



ABOVE The silver gravy boat and napkin rings from Elder Dempster.

BELOW The Elder Dempster liner Accra was launched at Barrow in 1947.





ABOVE Atlantic II and Seacat Scotland share the Ferrylíneas berth at Buenos Aires in November 1997. PHOTOS G. BERGER/WWW.HISTARMAR.ORG

BELOW Portsmouth Express in P&O livery, moored at Buenos Aires on 18 March 2001. She had been drydocked and was about to leave for the UK.



crossing by a passenger vessel. The article focussed on the crafts' UK and European services, but their overseas deployments are also interesting.

After her first Portsmouth-Cherbourg stint during the summer of 2000, the 1998-built Catalonia went south and served the Buenos Aires-Montevideo run for Buquebus from

October to March 2001, returning afterwards to the UK. This seasonal swap, which saw the ship alternate between Europe and the River Plate, was repeated until October 2002, when the repositioning trip south was ended at Algeciras, with the ship never returning to the Plate.

Buquebus inaugurated fast car ferry transportation in domestic waters when it brought in the brand-new 74m wavepiercer Patricia Olivia for service between Buenos Aires and Montevideo in late 1992. Their competitors, Ferrylíneas Argentinas SA, responded by chartering the then Blue Riband holder Hoverspeed Great Britain for summer service between Buenos Aires and Colonia in Uruguay. The 1990-built vessel served between December 1992 and March 1993, flying the Argentine flag.

As a byline, of the five seminal fast ferries built for Sea Containers during the early 1990s, four have served in the River Plate. Seacat Tasmania had

Steamship Savor with locomotive



I am still trying to find information about the steamship Savor (pictured), which was carrying a locomotive named Lew, in which I am interested. I know for certain that the ship sailed from Swansea on 28 September 1936, but I do not know for certain

where she docked and offloaded the Locomotive. I think it was in Permanbuco, Brazil, but I cannot find definite confirmation. Can any reader provide more information?

Tom Wreford
Cloucester

a long spell as Atlantic II under the Uruguayan flag, and for the 1997-98 season was partnered by Seacat Scotland. And in February 2015 the former Hoverspeed Boulogne arrived in Montevideo, being renamed Atlantic Express for Uruguayan ferry operator Colonia Express, but she has yet to enter service.

Guillermo C. Berger
Buenos Aires

More on Liberty Ships

Regarding Liberty ships in the spotlight (Chartroom, SM, Nov 2015), William Jory's father-in-law, Rex Shephard, was a very experienced and senior

Lloyds surveyor. However, the introduction to his published paper to the North East Coast Institution of Engineers and Shipbuilders, Session 1943-44, he confuses the names of the ship series, referring to Liberty and Victory classes. The term 'Victory' was used unofficially for a short while for the 60 British ordered vessels, before they were classed as Ocean ships. The Ocean class was, of course, modified and became the Liberty ship.

The Victory class was a US design which came later in the war, and was definitely intended for long post-war use, based loosely on the Liberty hull, of similar deadweight but turbine-powered for higher speed and with air-conditioned accommodation, among other features. The first of this class of 534 sister ships, China Victory, was launched on 26 January 1944.

The first of the Ocean class, Ocean Vanguard, was launched on 15 October 1941 (Richmond) and Patrick Henry, the first Liberty, was launched on 27 September 1941 (at Bethlehem/Fairfield, Baltimore). So in 1941 Mrs Shephard would be launching an Ocean or a Liberty but not a Victory.

While Henry Kaiser was a powerhouse behind the building of the Liberty ship, he was not alone. Of the 18 shipyards building these ships, Kaiser controlled six yards.

Welding in US shipyards was well established in US yards before World War II, and while Mr Shephard no doubt gave some invaluable advice on welding, the building programme would have proceeded without this. As well as Mr Kaiser, the two men who did most to set the programme going were Cyril Thompson CBE, who designed the Ocean vessel, and Harry Hunter OBE, who organised the design

Remembering the sinking of SS Persia 100 years ago

The centenary of the sinking of the SS Persia falls on 30 December 2015. The torpedo fired by a German U-Boat under the command of Lt Cdr Max Valentiner was an infamous act of war on a passenger liner. Among those on board the doomed liner was my Grandfather, Lt J. J. Harper-Nelson. In his early 30s, he was an officer in the Indian Medical Service. He had served in Mesopotamia in 1914, but a medical condition brought him home for surgery and recuperation, before he set out for India at the end of 1915 aboard P&O's Persia.

Using the pseudonym De Profundis, he wrote an account of his experience as a survivor of the ill-fated ship. He described the general feeling of relief and relaxation as the ship approached the eastern Mediterranean, beyond the threat of German U-boats. This confidence was shattered by the blast which ripped

through the ship.

His overwhelming memory was one of calmness, silence and a lack of panic as the ship continued at speed for the next six minutes while listing 45 degrees, before sinking. Unable to reach a lifeboat, he jumped overboard, but had the presence of mind to grab mail-bags, which provided buoyancy. He was submerged beneath the funnels, before being sucked down by the sinking ship, but he managed to get aboard one of four lifeboats which had been launched.

At first, the boats kept together but, after failing to attract the attention of two passing ships, and with limited ships biscuits and little fresh water, they decided to split, with the smallest setting off towards Port Said, 400 miles away. My grandfather was among those who took turns to row, one hour on and three hours

off. The Royal Navy ship HMS Mallow eventually came to the rescue, picking up survivors from all four boats. The officers and crew provided every comfort and hospitality, while my grandfather attended the injured.

Upon arrival at Alexandria, their reception was in stark contrast to the comfort they had received aboard the naval ships. There was no provision for their arrival and the survivors were left to fend for themselves, making their own arrangements for accommodation.

In his own words, JJH-N wrote: 'When one read of Lusitania, Faloba, Ancona and other disasters, one was filled with anger and sympathy. To really understand and appreciate what others have suffered it is necessary to endure like suffering'. On 30 December we have no need to suffer, but we should remember.

Mrs Fionna Eden-Bushell, Glasgow

ships mail (continued)

of the steam engine that was used to power all these ships.

Much has been written about all these welded ships, but very few were fully welded. Most had riveted frames and in some cases riveted seams (the best ones from Bethlehem Fairfield). The other major factor which contributed to fast production was the adoption of off-berth prefabrication, which is now the normal way to build ships, and which Mr Shephard acknowledges in his paper could not be arranged in UK yards under wartime conditions, due to lack of land, interruption of vital building programmes and finance.

David Aris
Oxenholme, Cumbria

BP Tanker apprentices

I was interested to read (Chartroom, SM, Nov 2015) that two letters referred in a roundabout way to two participants in the BP Tanker Company Apprenticeship (Cadetship) programmes, in this case the Marine Engineering Department.

The late 'brilliant' engineer Ian McMillan was part of the 1972 intake at the BP Marine Engineering Cadet from Barry, and studied at Southampton Tech in 1972-74 for the first years of

his cadetship; he completed his 'time' and went on to sail with BP. In later years he worked on the rehabilitation of Waverley and, I believe, Balmoral. His glowing obituary appeared in the Guardian on 14 August 2014.

J. S. M. (Mike) Sutton was a 1953 intake BP Marine Engineering Apprentice, whose sailing career was with BP, and who retired after many years as Chief Engineer. He came from Wolverhampton, studied at Swansea Tech 1953-55 and retired from BP in the early 2000s. Mike lived in Hampshire, but died on 22 July 2015. During his retirement he was professionally active on Shieldhall, and I believe his ashes were spread at sea from her.

Graham Wallace
Nanaimo, BC

A cheap ship?

I read the article on Seabourn Legend (SM, Oct 2015, p.24-27) and wonder: did she really only cost \$110,000? That is about £74,000, very cheap it seems, or at today's prices about £140,000. Surely that is a mistake. If not, I will sell my house and buy a ship, but I wonder what the mooring fees would be in the Solent area! Can any reader shed any light on the true cost of the ship?

Don Gibbs, Waterlooville

Irrawaddy info

Can any reader assist with information about the ship in this photograph? It is of Myat Ya Da Nar and was taken on 30 October 2002, when she was moored at Pagan on the Irrawaddy River in Burma, while undergoing restoration.

The manufacturers' plate states Yarrow & Co, Engineers and Shipbuilders, Glasgow but gives no date. She is believed to be one of four Yarrow-built paddle steamers that went to Burma in 1946 or 1947,

bought for the Irrawaddy Flotilla Co, although she bears little resemblance to a photo I have seen of one of these steamers, Mintha.

I do know that Myat Ya Da Nar was used until about 2000 as General Ne Win's private yacht, and that she was sold to a Mr Khin Maung Maung on the General's death. It is believed she then ran dinner cruises, but can anyone throw further light on the ship's origins?

John Allen
Sutton, Surry

The Hong Kong station



The Hong Kong harbour photograph published in the December 2015 issue elicited many responses, with knowledgeable readers able to identify many of the ships pictured. Here is a selection of the responses.

I have attempted to identify some of the ships in the fleet pictured on the China Station (SM, Dec 2015, pages 62-63). Referring to the labelled photo, the ships are as follows:

(A) I believe this is USS Bridgeport, a destroyer tender built in Germany by Vegesack in 1901 as the liner Breslau and seized by the US in 1917 as a war prize. She was 7,175 tons, powered by quadruple expansion steam engines of 3,600ihp, giving 12.5 knots.

(B) A British County class cruiser, of approx 10,000 tons, powered by four shaft-gear turbines, 32 knots.

(C) French Charner class sloop, 2,156 tons, two sets of diesel engines 3,200hp, speed 15.5 knots. Both Dumont d'Urville and Admiral Charner were sometimes based in the Far East.

(D) I have failed to identify either of these two ships. The slim funnels suggest they are American.

(E) One of the three Duguay-Trouin class of French Light Cruisers (possibly Lamotte-Picquet, which was stationed from time to time in the Far East). 7,880 tons, four Parsons geared turbines, 102,000shp, speed 33 knots.

(H) D class British destroyers: the nearest ship is HMS Daring, built by Thornycroft 1932, 1,375 tons, two shaft geared turbines, 36,000shp, 36 knots. She was sunk off Orkney in February 1942 by U-23.

(I) HMS Medway, a submarine depot ship, built by Vickers UK, 14,650 tons, two MAN diesels, 8,000hp, 16 knots. She was sunk in June 1942 by U-372

in the Mediterranean.

(J) Possibly a USN Northampton class heavy cruiser, of which six were completed in 1929-30, 9,050 tons.

(K) Clemson class destroyers of the USN. The nearest ship seems to have the number 219 on its side, which would make it USS Edsall. Completed in November 1920 and sunk south of Java by the Japanese in March 1942, she was of 1,190 tons, had two geared turbines, and a speed of 35 knots.

(L) Looks like a 1917 British Oiler, one of Celerol, Belgol, Fortol, Prestol, Rapidol or Slavol, which were up to 5,600 tons, with a speed of 14 knots.

(M) These look like US Destroyers of the Sampson class, of 1,100 tons. All were scrapped in the mid 1930s except for DD66 USS Allen.

(N) HMS Hermes, an early aircraft carrier. She was completed in 1924 by Armstrong Whitworth at the Devonport Dockyard and sunk by the Japanese off Ceylon on 9 April 1942.

If these identifications are correct, then I suspect that this photo was of a mid-1930s pre-war gathering of British, French and American warships engaged in exercises in the Far East.

John Lane,
Harwell, Leicestershire

I have identified some of the ships shown. Where I have been unable to identify a particular vessel, I have shown the class she belonged to. They are as follows:

(B) One of the County class cruisers,



either HMS Cumberland or Suffolk.

(C) One of the French Colonial sloops of the Bougainville class

(D) Two US destroyers of the Wickes class, the nearest possibly USS Childes.

(E) One of the French cruisers of the Duguay Tourin class.

(F) The US passenger ship President Harrison.

(G) A USN Northampton class cruiser.

(H) The destroyer HMS Daring, with another D class outboard.

(I) Submarine Depot Ship HMS Medway, built in the 1920s, which served on the China Station before World War II.

(K) Three more US destroyers of the Wickes class, the nearest USS Barker.

(M) Three US Wickes class destroyers.

(N) Aircraft carrier HMS Hermes.

A. J. Smythe

Rayleigh, Essex

What an excellent photograph, both in terms of the content and the quality of the print – quite a challenge too. My attempt at identifying the vessels, starting from the left, is as follows:

The three-funnelled vessel is a

County class cruiser and from the prominent hangar abaft the aft funnel is one of the Cornwall, Berwick, Cumberland, Kent or Suffolk, all of which served with the China squadron.

The two-funnelled vessel to the right flying the tricolor is a Bougainville class sloop of the French Navy. The larger two-funnelled vessel ahead of her also flies the tricolor and is a Duguay-Trouin class cruiser.

Ahead of her and to the right is an American heavy cruiser of the Chester class, and ahead of her at the back is the submarine depot ship HMS Medway. The aircraft carrier is HMS Hermes, and the vessel to the right of Hermes is an American destroyer tender of the Altair class, one of three built in 1919.

Nearest camera, the ships, all of which are destroyers, are two US Navy flush deck four-funnelled vessels of the type supplied to the Royal Navy during World War II under Lend-Lease; in front are two RN destroyers, the nearest being HMS Daring (H16); there are two groups of US Navy destroyers three abreast. The nearest of the first three

vessels carries the pennant number 216 and is USS John D. Edwards; the pennant number of the nearest vessel of the second lot looks like 226, which would be USS Peary.

HMS Daring served with the China squadron from 1935 to 1939, which helps to date the photo. Thank you for an entertaining and challenging puzzle.

Howard Tucker

Macclesfield, Cheshire

Your photo of Hong Kong harbour is intriguing. I was a schoolboy living in that great port in the 1950s. Most of the fleet in port is American. All the four stack destroyers are and, I suspect, so are most of the cruisers at anchor, as well as the depot ship and probably both the aircraft carrier and sub-depot ship. I cannot trace any RN ships meeting these criteria in this era.

I can name the RN D class destroyer at anchor as HMS Daring (pennant H16, launched 1932), while the three-funnel cruiser alongside is HMS Suffolk. The year may be 1934. The cruiser anchored mid-harbour to the left is especially

interesting: her awnings are not usual for either the RN or the USN, so could she be French? I cannot make out the three-funnel liner, but I wonder if this is a trick of the photo and she might be a single-funnel vessel, maybe again of US origin?

Mark Clenshaw

Claygate, Surrey

The photo of Hong Kong harbour shows an international gathering of warships, and is a nice puzzle. I think the carrier is HMS Hermes and the depot ship is HMS Medway, as my father served in her on the China Station at about that time.

There are three trots of American 'four-stacker' destroyers. I can just make out (DD) 141 USS Hamilton and (DD) 215 USS Borie, or perhaps 216 USS John D Edwards, and between them two British destroyers, the nearest of which seems to be HMS Daring. The three-funnelled ship alongside the jetty must be a County class cruiser.

Peter Clark

Rochester



The photo of Hong Kong harbour published in the December 2015 issue was one of two of a similar format and so probably taken at the same time. This is the second photo, showing a further selection of ships at the China Station.

February ports of call

Compiled by Donna and Andrew Cooke

Date	Arr/dep	Ship	From/to	Flag Operator	GT
SOUTHAMPTON					
8	0630/1630	Oceana	Caribbean	BA P&O	77,499
15	0630/1630	Ventura	Caribbean/Western Europe	BA P&O	116,017
19	0630/1630	Ventura	Western Europe	BA P&O	116,017
21	0630/1630	Ventura	Western Europe/Canaries	BA P&O	116,017
25	0630/1630	Oriana	Caribbean/Norway	BA P&O	69,840
29	0800/2000	AIDamar	Hamburg/Le Havre	IT Aida	71,304

Date	Arr/dep	Ship	From/to	Flag Operator	GT
BRISTOL (AVONMOUTH)					
28	x / x	Marco Polo	Lisbon/Ponta Delgada	BA CMV	22,080
TILBURY					
16	x / x	Magellan	Ponta Delgada/Northern Lights	BA CMV	46,052
FLAG CODES BA Bermuda, IT Italy NOTES x details not known					
NB The information in this table is given in good faith, but might change and Ships Monthly cannot be held responsible for any changes to ship arrivals that may occur					

The Mystery Ship



This month's mystery ships were seen by the Editor during a walk round Salford in Manchester, where, in a corner of the docks, is a motley collection of craft, including those pictured here.

The vessel on the left bears the name Cricklade, but what were her origins and why is she in Salford? The other vessel had no markings visible, so can any reader accurately identify which

ship it actually is, and provide further information, such as year of build and builder? Have either of these vessels long histories?

• Send answers, including a postal address, by email to

sm.ed@kelsey.co.uk, or by post to Mystery Ship, Ships Monthly, Kelsey Publishing, Cudham Tithe Barn, Berrys Hill, Cudham, Kent TN16 3AG. Emails preferred.

December's mystery ship



The mystery ship is SA Letaba, one of a class of five fruit ships built by the South African Marine Corporation (Safmarine) between 1963 and 1968 and named after large South African fruit-growing areas. Her funnel colours are grey with three horizontal stripes of blue, white and orange, the colours of the old South African flag in reverse.

The ships were operated in conjunction with British & Commonwealth on the South Africa-Europe fruit trade, carrying fruit out from South Africa and general cargo home. Judging by the cranes in the background, the photo could have been taken in any South African port of the time.

SA Letaba was a refrigerated motor ship of 10,220dwt, built by

Greenock Dockyard on the Clyde in 1963, and was 159m in length. She was launched as Letaba for her original owners, Huntley Cook (South Africa) Limited, and bareboat chartered to Safmarine as the first refrigerated ship operated and manned by Safmarine.

In 1966 she was transferred to Safmarine ownership and renamed SA Letaba. In 1977 she

was transferred to Universal Bulk Carriers of Bermuda under her original name of Letaba. Two years later, in 1979, she was again transferred, in this case to Monsoon Reefers, under the name of Passat Universal.

In 1982 she was finally sold to Greek interests and renamed Africa Freezer, being scrapped under that name at Gadani Beach in Pakistan in August 1984. Many thanks for the enjoyment and nostalgia which each edition of your magazine brings me.

Captain Ivor C. Little
Centurion, South Africa

The mystery ship is SA Letaba, a refrigerated cargo boat belonging to the South African Marine Corporation. The photograph was taken at Southampton docks along the river Itchen. These South African Marine reefers were a familiar sight along Southampton water, and I saw this particular ship at the same location on 6 July 1971 bringing fruit from South Africa. Michael Pacey, Kingsgate, Kent

ships library

book of the month

Stephen of Linthouse: a shipbuilding memoir 1950-1983

Alexander M. M. Stephen

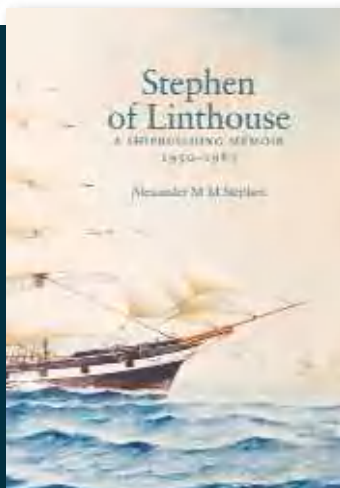
Published by the Institution of Engineers & Shipbuilders in Scotland (IESIS), 16 Robertson Street, Glasgow G2 8DS, Scotland, tel 0141 248 3721, email secretary@iesis.org, www.iesis.org. 240 pages, price £15 plus £4 postage (UK).

This volume is the third formal historical record of the shipbuilder Stephen of Linthouse, which has

had a 233-year existence. The last Managing Director, Alexander (Sandy) M. M. Stephen, seventh generation of the family to head the business since inception, describes the closing of the yard and its ultimate demise.

The book contains little about success as reflected in the earlier 1932 and 1950 editions. Rather, the author sets out to record the happier side of shipbuilding, with a touch of humour as a means to relieve the pain of the post-war decline, ultimate failure and all but total disappearance of shipbuilding on the Clyde.

Throughout its history, the organisation was forward thinking in terms of improved production, design and construction techniques by



means of revised yard layout, more effective and efficient management, but with the working and lifestyle conditions of all employees a priority. A range of individuals and personalities is described, and a detailed listing of all vessels built by Stephens from when official records commenced in 1813 is contained in an appendix. AB



The Marine Art of Harley Crossley

Harley Crossley

The Marine Art of Harley Crossley, an update of the artist's 2010 publication From Ocean Liner to Cruise Ship, illustrates 39 ships dating from 1890 to the present. It also provides short histories of each and looks at their current status. It includes new works, and shows the artist's lifelong fascination with passenger ships from those of the late 19th century through to the current decade.

Only the very best marine artists are capable of 'passing muster' in the eyes of perfectionists in terms of the production of incredibly accurate representations of cruise ships. But Harley Crossley achieves this, showing the ships whose increasing popularity continues today unabated. There is a great contrast between the size and capacities of today's cruise ships and those of yesteryear, all of which are featured in this book. Those ships featured include the only remaining truly capable transatlantic passenger liner, Queen Mary 2.

Harley Crossley's best works are contained within this volume. They were created using his signature range of pallet knives rather than the more conventional brushes. If passenger ships are your passion, this book is a must. AB

• Published by Amberley Publishing, The Hill, Merrywalks, Stroud, Gloucs GL5 4EP, tel: 01453 847800, www.amberley-books.com, softback, 168x246mm, 128 pages, price £19.99.



The TransEuropa Years 1998-2013

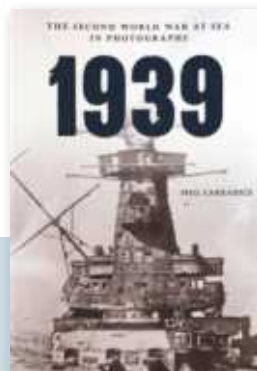
Dean Smith

This 48-page magazine type book provides a history of TransEuropa Ferries mainly told through a series of high quality colour photographs, which the format brings to life very well. TransEuropa started ferry operations on the English Channel between Ramsgate and Ostend in 1998, following the demise of Sally Ferries, and lasted until 2013 when the company ceased operations.

Dean Smith traces the rise and fall of the company, which started its

own passenger services in 2004 and used a variety of ships, most of which were second-hand, on its services on the English Channel. The body of the book is a year-by-year history of the company, with a fleet list at the end, accompanying photographs of all the ferries the company operated. JM

• Published by Ferry Publications, PO Box 33, Ramsey, Isle of Man IM99 4LP; tel 01624 898445, info@lilypublications.co.uk, 48-page softback, price £9.95 plus postage.



The Second World War at Sea in Photographs: 1939

Phil Carradice

The war was only in progress for four months of 1939, but contemporary photos have been used to illustrate major incidents, such as the loss of Athenia, the sinking of the aircraft

carrier Courageous, the Battle of the River Plate, and the subsequent scuttling of the German pocket battleship Graf Spee. However, it is unfortunate that many other photographs were not taken during 1939 or indeed during World War II at all.

It should not have been difficult to source wartime photos of the cruisers Belfast and Newcastle for example, yet post-war views have been used to illustrate them, while the fleet anchorage at Scapa Flow only merits a World War I view. The choice of a photo of a Flower class corvette seems strange, not only because the first did not enter service until 1940, but also because the vessel is pictured when in US Navy service in 1943 or later. Captions too leave something to be desired while several vessel names have been misspelt. Despite these reservations some interesting photos are included, particularly those taken on board ship. NH

• Published by Amberley Publishing, The Hill, Merrywalks, Stroud, Gloucestershire, GL5 4EP, www.amberley-books.com, tel 01453 847823, price £14.99 plus postage.



Top Liner: RMS Queen Elizabeth DVD

In the late 1940s a film called 'Top Liner' was made showing what happens when Cunard's Queen Elizabeth, launched in 1938, arrives in Southampton after a transatlantic crossing and what it took to turn her round for the return. This involved taking on fuel, food, drink and mail, plus getting the ship ready for more passengers, as well as a look around the ship to see the splendours inside.

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A view from the Bridge

Commander Ben Aldous RN, of HMS Iron Duke, talks to Patrick Boniface about serving with the Royal Navy and being in command of a frigate.

Why did you choose the Royal Navy as a career option?

I grew up in Sussex, in a little town not far from the sea. I studied law at university, and enjoyed the degree so much that I decided I was never going to be a lawyer. The degree was great, but I do not have the patience to be a lawyer. My father is in the army, so the military was one of a number of options I considered. I think many people do not consider the service, because they are seen as distant and detached. The Navy appealed because it offered the chance to travel, drive a ship and to be at sea. The way of life also appealed to me, and very early in my career I decided that this was something I really wanted to do.

How does it feel to be in command of a ship as capable as HMS Iron Duke?

It always sounds very glib to say it's a huge honour, but it really is. This is the reason why I walked through the gates of Dartmouth Naval College. At the moment this is the pinnacle of my career and I do not think anything is going to match the honour of commanding one of the Royal Navy's frigates.

Do you know the Type 23s well?

I have been an executive officer, a PWO (Principal Warfare Officer) and a navigator on other Type 23s, so I have seen the evolution of the Type 23 over the last ten years, and so to now have one to myself is incredible. I have seen major improvements in the Type 23's radar and weapon systems, and now we even have Wifi. The Type 23 can do so much, and is such an impressive ship.

You say 'I've got one all to myself'. Is that how it feels?

It does, it really does. If you stand on the jetty and look at the ship, and realise there is no one else to command it, it is a very personal thing. If you do not understand the implications of that, how can you possibly engage with the ship's company and the systems. So you have got to run these things like they are your own. We are a disciplined



service and it all rests with me. There is no one for me to turn to when we go to sea. Satellite communications are great, as are emails. We have VHF and UHF, all these pulls and pushes, but when you are looking at missiles coming towards you at Mach 2, when you are dealing with sailors who have immediate problems, there is rarely time to communicate back to shore, so a lot of the decisions have to be yours. I thrive on that. I think you have to thrive on it in order to sit in this chair.

Where else have you served in the Royal Navy?

Chronologically backwards from HMS Iron Duke, I did the advanced command course at Scriveners, I was executive officer of HMS Somerset, Flag Officers Sea Training, I was Ops Officer of HMS Westminster, Navigator of HMS Monmouth and HMS Cornwall. I was Ops Officer on HMS York during the 2003 Gulf War, and before that a number of small ships such as minesweepers and minehunters. I am very much a frigate man and happy to be so.



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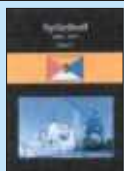
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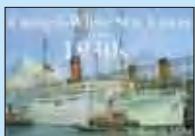
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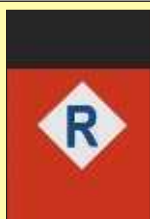
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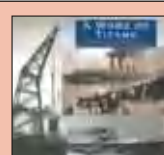
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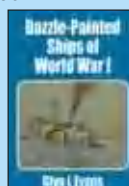
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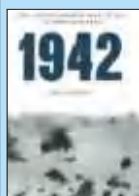
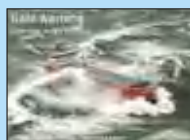
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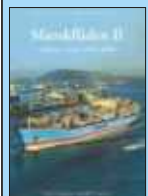
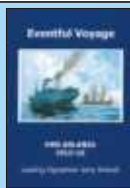


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